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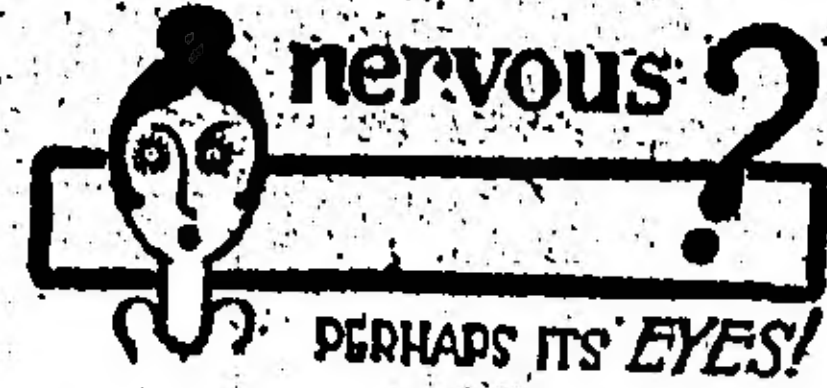
The China Mail

ESTABLISHED
1845

TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/6 9/16.

No. 27,382 HONG KONG, THURSDAY, JANUARY 9, 1930.

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BLAZE ON BRITISH STEAMER

FIRE BRIGADE WORK FOR AN
HOUR & A HALF ON "CALULU"

SMOKE BELCHING FORTH

A blaze on an ocean-going British steamer of several thousand tons in Hong Kong harbour lasted the better part of this morning but, thanks to the strenuous efforts of the Fire Brigade, it was subdued.

The vessel was the Austral-China Navigation Co.'s a.s. Calulu, which was lying at A3 mooring, in the stream.

At about 6.30 a.m., it was reported to Captain Thomas P. Blair that fire had broken out in No. 5 hold, which is one of the lower compartments aft, containing 500 tons of coal.

The officers and crew, comprising 13 Britons and 58 Asiatics, set to work with a will. The alarm was passed to No. 7 Police Launch, which transmitted it to Central Fire Station.

Hidden By Smoke

When No. 1 Fire Boat arrived alongside with Mr. G. C. Moss, Station Officer, just after seven o'clock, the smoke was so thick that entry into the ship's holds was impossible. Smoke belched forth and hid a part of the steamer from view.

Those aboard pointed out the scene of the outbreak as being on one side of a tunnel. Six deliveries were directed into the place and water poured in so that it soaked through the coal. By the time that the water stood about eight feet high, the outbreak was at an end, the firemen having worked for an hour and a half.

Gas Masks Used

Although gas masks were brought out—as is usual with all occurrences on shipboard—they were not used by the Fire Brigade; this was not because there were no dangerous fumes, but because it was not necessary to fight a way into the hold.

Spontaneous combustion is believed to have been the cause and about 100 tons of coal was lost.

No Material Damage

There was no material damage to the ship although the sides became "fairly warm at one time," as one of the Brigade said.

The job was to be completed by pumping out the water and shifting the coal. Mr. H. T. Brooks, Superintendent, was on the scene and No. fire boat was also sent out.

The Calulu arrived at 3 p.m. on January 6 from Australia via Manila and had on board 165 tons of general cargo for Hong Kong.

BIG FALL IN LONDON SILVER MARKET

INDUSTRY IN ACUTE STATE OF
OVER-PRODUCTION

LEVELS FOR CHINA

London, Yesterday.
Commenting on the fall in the price of silver in London bullion market yesterday to 20.5/16 pence per ounce, the lowest on record, the Daily Mail says that little hope is entertained that the discovery of new markets for silver is sufficiently important to set off the loss entailed in the almost universal abandonment of silver as a standard currency. The silver industry, therefore, is in an acute state of over-production, which most authorities believe presages a further fall in values, although bullion dealers generally believe that quotations will settle at a paying level for China.—Reuter.

FIRM HAND TAKEN WITH RIOTERS

SAMOA'S ADMINISTRATOR TO
TAKE ALL ACTION NECESSARY

SURRENDER—DEMANDED

Wellington, Yesterday.
In consequence of the murder of a police during the outbreak at Apia on December 30, the New Zealand Government has decided to adopt a firmer policy in Samoa, and has authorized the Administrator to take whatever action is necessary to assert the law and maintain order. The cruiser Dunedin, carrying a seaplane, has left Auckland for Samoa.

Miss Return Home

Official notices have been posted in the chief centre of Samoa, stating that the Administrator has decided to take certain steps to maintain order and law.

REDUCING THE NAVY PROGRAMME

PREMIER SAYS IT WOULD NOT
IMPAIR SECURITY

NAVAL CONFERENCE

Rugby, Yesterday.
Mr. Ramsay MacDonald left Lisslemouth, his Scottish home, to-day for London. Before his departure he made a statement to the press regarding the "Five" Power Naval Conference. He said that the Conference would deal with every class of warship, from dreadnoughts to submarines. Things were very well advanced. There were little points on which agreement had not yet been reached, but none of them was of so great importance that agreement was impossible. He felt quite optimistic about the prospects. It was no use shouting before the conference was over, for there were one or two difficult matters to be arranged arising not out of any ill will, but out of the different conditions of the countries. He saw no reason, however, for fearing that accommodation would not be reached.

The Reductions

The Premier added that it was with the full consent of the Admiralty up to now that the British Government was prepared to make proposals at the Naval Conference which would mean a considerable reduction in the British naval programme without in any degree impairing the security of the Empire. "But everybody, both at home and abroad, must very clearly understand that these reductions will depend upon international agreement. It is quite impossible for any one country to go beyond what can reasonably be regarded as a state of international equilibrium."

The Japanese delegates to the Naval Conference will lunch with Mr. MacDonald at his official country residence at Chequers on Saturday.—British Wireless Service.

U.S. Press Criticism

Washington, Yesterday.
The American delegation to the London Naval Conference are leaving for Britain on January 9 amid a chorus of goodwill.

The Republican and "Big Navy" paper, the Herald Tribune, believed that great difficulties may arise as the result of conflicting national interests, but there is reason to be hopeful that great things will be done at London. The Herald Tribune wishes the delegation all possible success.

The New York Times, (Independent) emphasises that an instantaneous and sweeping success for the conference is not to be expected, and says that the delegation bear with them the hopes and prayers of all who believe that the mighty issues of peace and security for the whole world depend on the outcome of the conference.

The Democrat paper, the Evening World, warns the public to be on guard against hostile propaganda inspired by those financially interested in defeating the purpose of the conference.—Reuter's American Service.

Earlier News

Rugby, Yesterday.
The First Lord of the Admiralty, Mr. Alexander, who will be one of the chief British delegates at the forthcoming Naval Conference, speaking at a meeting last night, said that the conference was fraught with great issues. There was no realm of human endeavour in which the spirit of co-operation was more needed than in an effort to secure a better basis for peace by agreement and by reduction of armaments.

Mr. Alexander continued: "You will find that as soon as the Conference is launched public opinion will be played upon from two extreme angles. You will get probably virile propaganda for a very drastic, if not complete disarmament, and you will get equally virile propaganda to the effect that any move we make in the way of reduction is going completely to undermine the basis of our national and imperial security."

"Those who go into the conference have not to be moved by either of these extreme forms of propaganda. What we have to do is to go into the conference as men of reason, and to bring back with us a basis of agreement."

THIEF IN EUROPEAN LADY'S BEDROOM

STOLEN CLOTHING WHICH PAWN
BROKER WOULD NOT ACCEPT

A COOL ROBBERY

A cool thief was enacted by an unemployed Chinese yesterday at 534, Nathan Road, (ground floor) the residence of Mrs. Furzer.

At the Kowloon Magistracy this morning the man was charged before Mr. T. S. Whyte-Smith with the larceny of three pieces of clothing, the property of Mrs. Furzer.

Detective Inspector Fallon, prosecuting, stated that at 6.30 p.m., the defendant was arrested by a Chinese detective coming out of a pawnshop in Shanghai Street. The defendant had evidently had the articles refused by the pawnbroker.

The man was taken to the Yau-mat Police Station. On being questioned, he led Inspector Fallon and the detective to the house, from which he admitted that he had stolen the clothing.

Through the Front Door

Inspector Fallon pointed out that the defendant must have got in through the front door, which was open because the children were playing on the pavement outside.

Mrs. Furzer said that the clothing must have been taken from her bedroom.

Inspector Fallon remarked that the defendant had no reason to steal at all, because when he was searched at the Yau-mat Police Station he had \$1.20 on his person.

Nothing being known of the man, sentence of three months' hard labour was passed.

The Magistrate asked why the pawnbroker, if he were suspicious, did not hold the defendant at the time of the pawning.

Inspector Fallon pointed out that the pawnbrokers were very busy at present, as the Chinese New Year was so close at hand.

MUI TSAIS AND REGISTRATION

OWNERS ACTIVE AT THE
SECRETARIAT

A MISAPPREHENSION

Quite a number of Chinese owners of mui t'ai have attended the Secretariat for Chinese Affairs during the last few weeks so that these girls could be registered in compliance with the requirements of the latter section of the Ordinance, which section was brought into effect recently by the Hong Kong Government, on instructions from the Colonial Office in London.

The period during which owners will not be prosecuted for non-registration is six months from December 1, 1929, the date on which regulations governing registration came into force. In this connection it may be necessary to point out a misapprehension in some of the local vernacular papers, which intimated that registration can or will only be effected within the six months' period. This is not so. After expiration, the owner of a mui t'ai and all can be prosecuted for non-registration—will still have to register but there is the risk of prosecution for not having registered within the period.

PRICE SOARING UP

Canton, Yesterday.
The prices of the three daily articles—firewood, rice and peanut oil—have been steadily increasing of late, due to the temporary suspension of both land and river communications. It is reported that the price of firewood has gone up 50 per cent., while that of rice to 60 cents per picul, and that of peanut oil, \$1 per jar. These prices will probably remain steady until February.—Canton News Agency.

NOTIFIABLE DISEASE

One European (imported) case of typhoid, and two cases of diphtheria (Chinese), from Victoria City and Kowloon, were reported on January 8.

ed to a general and for that we must work.

Thirdly, if that co-operation can be secured, a basis of agreement formed, and if we can avoid the re-opening of a race in armaments by reaching a point of agreement, then there is good ground for a substantial reduction in armaments.

COLD SPELL HERE CONTINUES

PADDED JACKETS FOR POOR
CHINESE

TEMPERATURE HIGHER

The cold snap continues and, so far as the layman is aware, that anti-cyclone central to the north of the Yangtze Valley has yet to move eastward to bring about a rise of temperature in Hong Kong.

At eight o'clock this morning was registered the lowest temperature of the last 24 hours, this being 45.5 degrees at the Royal Observatory, Kowloon, as compared with 41.4 yesterday.

Some of the leading Chinese institutions of charity in the Colony have sent representatives out at night distributing padded jackets with cotton (the favorite wear of all but the wealthy Chinese) to those who sleep in the streets and whose name is legion.

Heavy Head Winds

Both ocean and coasting steamers arriving in Hong Kong during the last 48 hours report having encountered strong N.E. monsoon, parti-

CHINA AND THE

Government View on Fall
of Silver

GOLD BASIS TO COME?

Nanking, To-day.
An emergency meeting of the National Government of China is being held to consider steps to deal with the chaotic situation created by the slump in silver.

Although a gradual fall was regarded as inevitable, speculative activities are mostly blamed for the present rapid decline.

According to an official newspaper, the Government is considering the adoption of a dollar standard, with the eventual adoption of a gold basis.—Reuter.

cularly those coming up from southern ports, some of which have been delayed by the heavy head winds and rough seas.

Temperature and Humidity
The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	46	63
Macao	45	80
Manila	70	96
Amoy	47	77
Singapore	44	92
Chefoo	24	100
Pratas Island	64	89
Shanghai	25	54

IN CANTON

Light Snow on White Cloud Mountains

(From Our Own Correspondent.)

Canton, Yesterday.
Canton has been experiencing the coldest weather since 1896, the thermometer registering 35 degrees last night. In Tungshan, the residential suburb to the east of the city, it was 32 1/2 degrees. Light snow fell on the White Cloud Mountains yesterday evening but did not remain on the ground.

In 1896 the lowest point reached was 29 degrees. It is possible that we may see a low this year as the Chinese predict that it will get colder toward Chinese New Year.

OVERCAST AT FIRST

To-day's weather report from the Royal Observatory states: The anti-cyclone has weakened slightly and is now central to the West of Peking.

Strong monsoon prevails along the S.E. Coast of China and over the N. China Sea.

Forecast: N. winds; fresh overcast at first, then clearing.

FAMILY UNITY

Man Marries His Son's
Wife's Mother

Trinidad, Yesterday.
A man, who has been married for some time, has just married his son's wife's mother.

THE ABOLITION OF EXTRALITY

LARGE SCALE ANTI-FOREIGN
DEMONSTRATIONS STAGED

"FOISTING AGGRESSION"

Canton, Yesterday.
Speaking at the Memorial Service on January 6, Dr. Ching Kum-kum said: The abolition of extrality, which is a part of the will of Dr. Sun, is now in the process of accomplishment, and it is believed that it will be realised in the year 1930.

With regard to Britain's opinion, the British have already sent their delegate to confer with the Government on this question. America has been non-committal, as there has been no conflict with the treaties between the two countries; while Japan holds a different view from other countries according to her interests in China, which differ from those of other countries.

We will, however, continue with an indefatigable spirit and proceed gradually in the abolition of extrality, in the recovery of inland navigation rights, and foreign concessions.

Mr. Kum added that Hu Han-min had sent a telegram to the different important parties in Britain on the extrality question, and Mr. Tang Shoo-yi had done likewise in respect to America.

Demonstrations to be Made

In connection with the abolition of extrality, which is regarded as instrumental in foisting aggression upon China, and which cancellation has been declared by the Central Government on New Year's Day, the different organisations of this city have proposed to make preparations for a demonstration to endorse the action of the National Government. It is reported that at a meeting of the Provincial Kuomintang on January 6, it was decided to stage on January 10 a demonstration on a large scale in the eastern suburbs.—Canton News Agency.

NEW CHINESE POST

CHINESE ASSISTANT IN THE
S. C. A.

THE FIRST HOLDER

The position of "Chinese Assistant" in the Secretariat for Chinese Affairs—which should not be confused with that of Chief Assistant, Second Assistant, and so on, held by Cadet officers—has been filled.

This post was created last year and provision was made for same, at a salary commensurate with that of senior subordinate employees of the Government. It was referred to in the last Budget debate in the Legislative Council and approved without query.

Mr. Lau Tse-ping is the new Chinese Assistant. When the present Governor (Sir Cecil Clementi, K.C.M.G.) was District Officer in the New Territories, Mr. Lau served under him. Subsequently Mr. Lau became Chinese Writer in the Secretariat for Chinese Affairs, a position which he was eminently fitted to hold by virtue of his accomplishments as a Chinese scholar. Leaving the S.C.A., Mr. Lau served the Chinese Government for a time. He was District Magistrate in more than one place. Secretary to the Kwangtung Provincial Government and one time Deputy Commissioner of Foreign Affairs at Canton.

When a consular for vernacular papers was inaugurated, attached to the Secretariat for Chinese Affairs, Mr. Lau joined the Chinese Service as censor and has now received this high promotion.

THEFT OF IRON BARS

The prevalence of thefts of iron bars in the Shamshuipo district was mentioned at the Kowloon Magistracy this morning by Detective Sergeant Meadows, when two Chinese were before Mr. T. S. Whyte-Smith charged with stealing and receiving eight iron bars, valued at \$25, the property of the Lun Sang Building, Contractor at Prince Edward Road.

First accused stated that a friend of his had asked him to take these bars on a truck, so he obeyed him. The second man told the Magistrate that he was only a coolie and was hired out by the first man to take the bars.

The Magistrate committed the first defendant and sentenced him to six months' imprisonment, while the second defendant was committed to the House of Correction.

PORTUGUESE FAMILY IN ASSAULT CASE

CHRISTMAS DAY INCIDENT AT
HAPPY VALLEY

"A THIRD PARTY"

A case of alleged assault and causing grievous bodily harm to Mr. G. H. Blok by a Portuguese family will be heard at the Central Magistracy before Mr. A. W. G. H. Grantham on Thursday next at 2.15 p.m. Cross-summonses were issued, and when the case was mentioned before the Court this morning, it was intimated that a third party was making overtures to Mr. Blok with the view of settling the matter out of Court.

Original summonses were taken out by Mr. Blok against Mr. H. A. Botelho, article clerk to Mr. Leo d'Almada and Mr. N. B. Maher, for assault and causing bodily harm on December 25 at about 10.45 p.m., just outside the house of the complainant, and against Mr. A. C. Botelho, Mrs. A. C. Botelho and Miss Claisa Botelho for using abusive language to the complainant.

Cross-summonses were issued against Mr. Blok.

Mr. F. C. Rendall is appearing for the original complainant, and Mr. Leo d'Almada is representing the Botelho family and N. B. Maher.

When the case was mentioned this morning, Mr. d'Almada asked for a late date for the hearing of the case, remarking that he understood that the case would likely be settled.

Third Party Intervention
Mr. Rendall said that was the first time he heard of the fact that overtures were being made to his client, and he was sure that his client knew nothing about it.

Mr. d'Almada replied that a third party was intervening and that Mr. Rendall could not possibly know about it.

The hearing was then accordingly fixed for next Thursday afternoon.

Before the Court rose, Mr. Rendall drew his Worship's attention to an irregularity in the cross-summonses. He said that Mr. Blok was summoned to attend Court on Wednesday (yesterday) morning. He (Mr. Rendall) had personally advised his client to be present, but when the summonses were called, the complainants (Mr. Maher, Miss Botelho and Mr. A. C. Botelho) were not present. In view of that, he would ask his Worship to strike out the cross-summonses.

Obvious Mistake

Mr. d'Almada interrupted and said that there was an obvious mistake.

Mr. Rendall said that his client had wasted his time in coming to Court and had it been the other way about, a warrant might have been issued against his client for not attending Court.

Mr. d'Almada again remarked that there was only a technical mistake, and he could assure Mr. Rendall that he would not have taken a mean advantage if Mr. Rendall's client was not present. His Worship accepted Mr. d'Almada's explanation and allowed the cross-summonses to stand.

ABOLITION OF TEA-MONEY

Canton, Yesterday.
Tea-money, and guarantee in house-renting have long been a standing evil in this City. Strangers who could not secure any one to act as guarantor, find it impossible to get into a house at any cost. The Municipal Kuomintang Organisation, having this evil custom in mind, has petitioned the Municipality, calling attention to the many inconveniences and drawbacks of such a custom and requesting its abolition to save the people from annoying formalities and unreasonable exactions on the part of the landlords.—Canton News Agency.

AVIATION CONTRACT

Shanghai, Yesterday.
The Aviation Company has sent a despatch to the Ministries of Finance, Communications, Military Affairs and Foreign Affairs, requesting them to send delegates to negotiate the cancellation of the Aviation Contract entered into between China and America.

IS PROHIBITION A FAILURE?

ITS ENFORCEMENT DENOUNCED
BY U.S. SENATOR

AN ALCOHOLIC BON MOT

Washington, Yesterday.
The Prohibition pot boiled and sizzled in the House of Representatives to-day, when Signor Laguardia, a fiery Italian, who represents New York, denounced the enforcement at present carried out as a failure, and strongly condemned the coastguards' practice of shooting to kill.

"Drys" rallied to the defence of the coastguards, and demanded the support of Congress in their efforts to suppress rum running.

The Treasury Department states that the Government contemplates adding 500 new ports of entry along the Canadian border. They will do their utmost to prevent crossings elsewhere.

Must Do Their Duty
Coastguard officials, while expressing regret at the shootings, indicate that they are determined to carry out their duty. Meanwhile social Washington is titillated over the "bon mot" attributed to a certain Senator in reference to his colleagues—"Let him that is without gin amongst you cast the first stone."—Reuter's American Service.

An Ottawa cable published yesterday stated:—
The Federal Government has received a preliminary report from Mr. Massey, Canadian Minister in Washington, outlining the proposals of the Washington Government for a large increase of the border patrol with a view to stopping the inflow of Canadian liquor into the United States, also suggesting the establishment of 500 new ports of entry in addition to the present 100 official ports at which traffic across the border can be concentrated and adequately controlled.

At present there are thousands of points along the border line at which motor-cars can cross, and the object of the Washington Government is to centralise as far as possible the crossing points with strengthened Prohibition and Customs forces.

THE MEMORIAL THEATRE

AMERICA SENDS \$176,000 FOR
SHAKESPEAREAN FUND

J. D. ROCKEFELLER'S GIFT

New York, Yesterday.
The American Shakespeare Foundation, which is working in co-operation with the British committee to rebuild and endow the Shakespeare Memorial Theatre at Stratford-on-Avon, reports that the net balance to the credit of the Foundation on December 31 amounted to \$176,000, including a gift of \$50,000 from John D. Rockefeller, made to the British Fund in 1927, but which was retained by the American committee to secure benefit of high interest rates in New York; but not including various donations forwarded by American contributors direct to Stratford.

The estimated cost of the new theatre is \$150,000.—Reuter's American Service.

FRENCH APOLOGY TO GERMANS

TEMPERS THAT WERE FRATED
AT THE HAGUE

SOON CORDIAL AGAIN

The Hague, Yesterday.
The French and German incident has been satisfactorily settled by the issue of a French communique instigated by the German delegation declaring that yesterday's meeting was "entirely cordial. From the beginning to the end there was no incident of any kind." An optimistic feeling prevails that all is well.

Yesterday's French and German clash had a serious sequel to-day, a member of the German delegation demanding "M. Tardieu to explain the 'offensive' statement published in French newspapers severely reflecting on the German government." M. Tardieu apologised and declared that the statement was misinterpreted. The German delegation, while accepting the apology, demanded M. Tardieu to issue a public statement repudiating the "offensive" passage. The German delegation was interpreted to mean that the French and German incident would be settled by the issue of a public statement repudiating the "offensive" passage.

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**VALUABLE HOUSEHOLD
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On View from Thursday, January 9, 1930 (from 10 a.m.).

Terms:—Cash on Delivery.

**LAMMERT BROS.,
Auctioneers.**
Hong Kong, January 4, 1930.

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Doublier Fixed Condenser.
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UNCLAIMED TELEGRAMS.

**THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK**

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Hong Kong Chinese Importing Union, from Hankow.
Lolan, President Van Buren, from Shanghai.
Hoyt, Hong Kong & Shanghai Bank Bldg., from Stamford, Conn.
Wullen Teh, Peninsula Hotel, from Shanghai.
Akewpie, from Shanghai.
Hahaksian, from Swatow.

E. V. JESSEN,
Superintendent
Hong Kong, 8th January, 1930.

**THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.**

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Miss K. Ostashefskaya, care of V. Ruskakoff, 368, Nathan Road, Kowloon, from Shanghai.
Alice Silva, 3, May Road, from Macao.
Petrosam, from Taihoku.
S. LAOK,
Superintendent
Hong Kong, January 2, 1930.



REALISTIC
The realistic Method is a new way of winding the hair, from the ends toward the scalp—a new wave—softer, smoother and more natural.
Arrange TO-DAY to have your Realistic Permanent Wave—or Re-wave.
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CARON, LUTY,
1411, LAURE COLOGNE**

THE BAKELY CO., LTD.

**INDIAN SCIENTIST'S
EXPERIMENTS**

A VISIT TO THE BOSE INSTITUTE**LIFE MECHANISM**

Calcutta.—On a visit he has just paid to the Bose Research Institute in Calcutta, Reuter's special correspondent witnessed some remarkable demonstrations in connection with Sir Jagadis Chandra Bose's apparatus for recording the life-growth of plants, and also in the establishment of his thesis of identical life-mechanism in the animal and vegetable kingdoms.

I was lucky enough (Reuter's correspondent says) to arrive while it was still light at the Bose Institute, and was conducted, before the demonstration in the lecture theatre started, round a charming garden. In this garden are grown the plants on which Sir Jagadis Bose conducts his experiments. Around it are the laboratories and workshops and the quarters of the European and Indian students. Not a plant, not a screw, comes from outside, and the scientist's marvellously delicate instruments are all home-made.

Later on, in the theatre, the revelations made by Sir Jagadis Bose's new type of "growth balance" caused a sensation. This, apparently, not only visualises imperceptible growth, but makes an immediate measurement of the rate. The apparatus is so exceptionally sensitive that it records the response of plants to wireless stimulation, which is beyond the range of human perception. The establishment of the laws of growth, on which the advancement of scientific agriculture depends, has been rendered possible by this new method.

Other equally astonishing experiments with animals and plants, carried out side by side, established the identical life-mechanism in the two kingdoms. The leg of the frog, as well as the leaf of the mimosa, produced similar dancing movements under nervous excitation.

A plant was next made to inscribe its throbbing pulsations, and pulse beat under the action of poison appeared like the flutterings of a creature struggling for life. The resonant cardiograph recorded the characteristic effects of different Indian drugs on the animal heart. These have been tested and verified by leading experts of the Faculty of Medicine in Vienna.

The heart-beat of a frog had just come to a stop, the animal being to all intents and purposes dead. The injection of a few drops of an Indian drug of high potency caused revival of the heart's action, and the animal was brought back to life. A large number of Indian plants are being discovered to have medicinal properties, the existence of which had never been suspected. Their efficacy in reviving a failing heart appears to be exceptionally high.

Further progress necessitates the isolation of active principles from plant extracts, as well as prolonged investigation for the standardisation of the dose on human subjects. The results would, it is believed, lead to the establishment of a new pharmacopoeia for the relief of humanity.

A BAD IMPRESSION**British Workers Return From Russia**

A delegation of some fifty British, German, and French workmen, who have made an extensive trip in Soviet Russia, arrived at Stobol, on the Russo-Polish border.

Press reports published in Warsaw say that delegates intentionally left behind several hundred kilograms of Soviet propaganda, booklets printed in several languages, and containing gross mis-statements as to the condition of workers in Soviet Russia. They state, it is added, that workers' conditions there are most deplorable.

**KEEPING OUT THE
BUILDER**

SHAKESPEARE'S COUNTRY TO BE SAVED**WELCOMBE HOUSE**

A sale of particular interest to all Englishmen took place at Stratford-on-Avon recently, when a portion of the Welcombe Park estate, which adjoins the Warwick Road out of Stratford, was put up for auction. Much land round Stratford has been sold in the past for building purposes, but the peculiarity of this offer by auction was that the land, which borders the only road out of Stratford which has remained free from "ribbon" development, was to be sold to keep the builder out, and thus preserve for all time a piece of landscape which beyond all cavil can be labelled Shakespeare's.

Originally, the sale was to comprise the 70 acres of the estate bordering the road. To prevent this, Mr. Archibald Flower, who is a resident and a member of the Council for the Preservation of Rural England, made a prior purchase of this portion, together with the large house and ground occupied by Sir George and Lady Trevelyan until their death a short time ago. At the auction, he offered for sale the house and grounds only, with the object of obtaining a price, the balance of which over the "upset" figure of £12,500 will help to purchase the roadside lots for the nation. Welcombe House stands in beautiful park-like grounds and is in perfect condition. It is suggested that it would be suitable for a school or a large hotel.

From the house, one looks across to the River Avon, and beyond, to Edge Hill in the far distance. Incidentally, it is pointed out that Mr. Flower's action in purchasing the roadside lots has enhanced the value of the house, because the purchaser will now be certain of enjoying an uninterrupted view free from buildings.

'STAMBOUL'**Constantinople And Its New Name**

Stamboul.—Prominence is given by the Turkish Press to the replacement of the name of Constantinople by that of Stamboul. For sixteen centuries, nearly to the day, the name of Constantinople has been used in international intercourse, as it was on May 11, 330, that the Emperor Constantine solemnly inaugurated his new capital on the shores of the Bosphorus.

To the Turks themselves it never was Constantinople, but Istanbul. They tolerated its being called Constantinople by foreigners, and it is with regard to foreign countries that this change of name is supposed to have been judged necessary.

Curiously, the word "Istanbul" is etymologically not of Turkish, but of Greek origin. When they were going to Constantinople the Greeks of the Byzantine period used to say: "I am going to the town of —", hearing which the Turks grew accustomed to call it by this name, abridging the words to "Is-tan-bol." Among the Turks, it is, however, current to explain the word Istanbul as signifying Islam-bol, i.e., the town of Islam.

An Alternative

With regard to the change in the name of Constantinople to "Istanbul," Lloyd's agents have interviewed the managing director of the post office there. The managing director informed Lloyd's agents that the notice in the press regarding the return or refusal of letters addressed "Constantinople" is quite erroneous. No such instructions had been issued, and letters addressed "Constantinople" will be delivered as usual. He added that such a step could not be taken until the general public abroad had become aware of the new name. As regard telegrams, however, instructions had been sent to foreign post offices regarding the change of name, and consequently telegrams should no longer be addressed "Constantinople."

Lloyd's agents inquired whether the new name of the port as communicated to foreign post offices was "Stamboul" or "Istanbul," to which the reply was given that the Turkish name "Istanbul" is the correct name, but that "Stamboul" was merely considered the French way of writing "Istanbul," and that consequently no distinction would be made between the two words and telegrams addressed "Stamboul" would be accepted and delivered.

Four hunters from New York State saw 133 moose during the ten days they spent hunting in Adirondack County. Their headquarters were at the camp where they were hunting, and they were hunting for moose.

**DeWitt's
Pink Pills**

WHERE**HOW?****DO YOU KNOW**

Have you ever considered whether your food is cooked under proper conditions?

Do you often go into the kitchen? Is it as hygienic as it should be? What fuel is employed? What appliances?

Many kitchens in Hong Kong sadly need overhauling and modernising. Does yours? Go into these questions and if you find the answers unsatisfactory let us suggest that you

COOK BY GAS

— The modern way
— The cleanest way
— The best way.

Gas Cookers supplied and fixed on hire, sale or hire-purchase.

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West Point, Hong Kong, and Jordan Road, Kowloon.
Central Showroom — Ice House Street.
Telephone C. 47. Auto 20000.

SMALLEST BABY**A Foot In Height After Three Weeks**

Budapest.—Manci B., who is believed to be the smallest baby ever born of a normal-sized mother, has happily disappointed fears for her survival, and is now beginning to walk and talk. When Manci, the child of a Jewish locksmith, first saw the light in a Budapest clinic she was found to weigh only 600 grammes (21oz.). Her weight rapidly decreased to 550 grammes, but she was kept in life by transfusions of blood taken from her mother and father.

At the age of three weeks Manci's height was twelve and a half inches, and though she is still far below normal size she is the pride of the clinic in which she was born, and has been visited by medical men from Vienna, Berlin and Paris. The "Pesti Naplo" learns that at the forthcoming sitting of the doctors' association, Manci is the subject scheduled for debate.



**Do Weather Changes
Worry You?**

Now is the time of year when the aches and pains of rheumatism, sciatica, lumbago and neuralgia attack many people. The reason is that the blood has become watery and the nerves have got run down as a result of the past hot season, and so the system is enfeebled and incapable of resisting chills and damp and sudden weather changes.

These aches and pains are Nature's warning that a tonic is needed to enrich the impoverished blood and to revitalize the debilitated nerves. For just which purpose Dr. Williams' Pink Pills, the world-famous Blood and Nerve Builders, are without equal. If you are troubled with rheumatism or neuralgia pains begin a short course of Dr. Williams' Pink Pills to-day and see how quickly these pains will vanish. Or, if you have become thin and enfeebled, lack appetite and vitality, are afflicted with "nervousness," bad dreams, nervous depression, try the same renowned remedy which has restored innumerable sufferers like you to robust and strong health.

Equally good for both sexes, Dr. Williams' Pink Pills are sold by chemists everywhere at 25c. per bottle, \$2.00 for six bottles.

ILLUSTRATED!
ILLUSTRATED!!
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A WEEK'S PAPERS IN ONE.
OVERLAND CHINA MAIL
MAIL
SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given free in the
OVERLAND CHINA MAIL.
CHINA NEWS, LOCAL NEWS
and all the NEWS.
The Weekly paper that saves you
the trouble of writing Home.

This week's "Overland China Mail" is a true reflex of the busy time the Colony has had socially and in other directions during the last few days. Accordingly, the "Overland," which is the only illustrated weekly news budget of the Colony, is full of interesting reading matter which will be acceptable to folks in the Old Country and friends in other parts of the world.

The "Overland" tells about the New Year Honours which came to Hong Kong; about the magnificent investiture held at Government House; about the unique Agricultural Show in the New Territories when H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) took the opportunity to bid good-bye to his many friends among the country Chinese; and also about that annual function of Englishmen in the Colony, St. George's Ball.

There are many other subjects which engage attention. These are too numerous to mention individually but they go to add value to the "Overland," which is certain to be in demand. Make sure of your copy.

Letters to relatives and friends in other parts of the world frequently fall to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and carrying about the Post Office on your part, and at a one-and-only cost of H.K.\$2.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has a pictorial supplement with local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

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PICTURE SUPPLEMENT**

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FOR BRINDISI, VENICE AND TRIESTE (FIUME)
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GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE... \$75.0.0.
LONDON... \$83.0.0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, KOBE AND YOKOHAMA.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails hence on or about 21st Jan.
M.V. "ESQUILINO" Sails hence on or about 30th Jan.
S.S. "ROSANDRA" Sails hence on or about 18th Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "HILDA" Sails on or about 25th January.
M.V. "REMO" Sails on or about 4th February.
S.S. "DUCHESSA D'AOSTA" Sails on or about 22nd February.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Colombo on or about 9th February.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

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N.Y.K. LINE

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FROM \$85 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TENYO MARU	Wednesday, 22nd January.
KOREA MARU	Thursday, 6th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
MISHIMA MARU	Tuesday, 14th January.
IYO MARU	Tuesday, 28th January.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via	
Shanghai, Penang, Colombo, Suez.	
FUSHIMI MARU	Saturday, 11th January.
HAKOZAKI MARU	Saturday, 25th January.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Wednesday, 22nd January.
KAGA MARU	Wednesday, 19th February.
BOMBAY via Singapore, Penang & Colombo.	
AWA MARU	Saturday, 11th January.
NAGATO MARU	Thursday, 23rd January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,	
Mexico & Panama.	
BOKUYO MARU	Monday, 27th January.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
BINGO MARU	Wednesday, 5th February.
NEW YORK, BOSTON via Panama.	
YATSUBO MARU	Tuesday, 14th January.
ATAGO MARU	Saturday, 1st February.
LIVERPOOL via Port Said, Constantinople, Genoa.	
DURBAN MARU	Friday, 10th January.
CALCUTTA via Singapore, Penang & Rangoon.	
GENOA MARU	Thursday, 9th January.
RANGON MARU	Wednesday, 16th January.
SHANGHAI, KOBE & YOKOHAMA.	
KAGA MARU (Nagasaki direct)	Friday, 17th January.
MORIOKA MARU	Monday, 20th January.
+ Cargo only.	

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Tel. Central No. 292, 8897 and 8821. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore	
Colombo, Suez and Port Said.	
ALTAI MARU	Sunday, 19th January.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,	
Colombo, Durban & Cape Town.	
MONTEVIDEO MARU	Wednesday, 22nd January.
HAWAII MARU	Tuesday, 29th January.
BOMBAY—Via Singapore & Colombo.	
SHUNKO MARU	Sunday, 19th January.
HONOLULU MARU	Sunday, 2nd February.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR &	
MOZAMBIQUE—Via Singapore & Colombo.	
CHICAGO MARU	Friday, 7th February.
CALCUTTA—Via Singapore, Penang & Rangoon.	
BORNEO MARU	Saturday, 18th January.
SEATTLE MARU	Saturday, 1st February.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from	
Shanghai.	
ADARIA MARU (From Shanghai)	Monday, 18th January.
MELBOURNE—Via Seattle, Spokane & Sydney.	Friday, 7th February.
HIMALAYA MARU	Friday, 7th February.
HAIPHONG—Via Hobei & Peking.	
MENADO MARU	Thursday, 22nd January.
NEW YORK—Via Japan ports, San Francisco & Panama.	
JAPAN PORTS.	
YAMATO MARU	Tuesday, 21st January.
MADRAS MARU	Friday, 24th January.
KEELUNG—Via Swatow & Amoy.	
HOZAN MARU	Sunday, 12th January, Noon.
CANTON MARU	Sunday, 19th January, Noon.
TAKAO—Via Swatow & Amoy.	
DELI MARU	Thursday, 10th January, 10 a.m.
TAKAO—Via Swatow & Amoy.	
SOUTH CHINA MARU	Friday, 10th January.

For freight and passage rates apply to—**OAK & GOSWAMI KAISHA.**



SHIPPING SECTION.

LOST KETCH

Cook's Allegations Against Skipper

Remarkable suggestions against the skipper of the ketch Sutherlandshire Lass were made by George McAllister, a cook, at the Board of Trade inquiry in Aberdeen into the loss of the vessel off the Northumbrian coast in June last. At the previous hearing, Sheriff Laing, who is presiding, told the skipper, George Gunn, of Inverness, that the Board of Trade was going to make a suggestion that the vessel had been scuttled.

McAllister stated that he wished to make an alteration in the evidence he had previously given. He said that on an occasion when he boarded the ketch with the skipper from a small boat, Gunn told him to get a hammer and bar. The captain drove the bar, which was sharp at the end, into the deck close to the bulwark opposite the pump.

"I asked the captain what he had done that for," said McAllister, "and the captain told me it was to keep us from hanging on so long and to let us get off quicker."

McAllister said that when he saw the captain at Inverness after the loss of the ketch, he told Gunn that

P. & O. PROGRESS

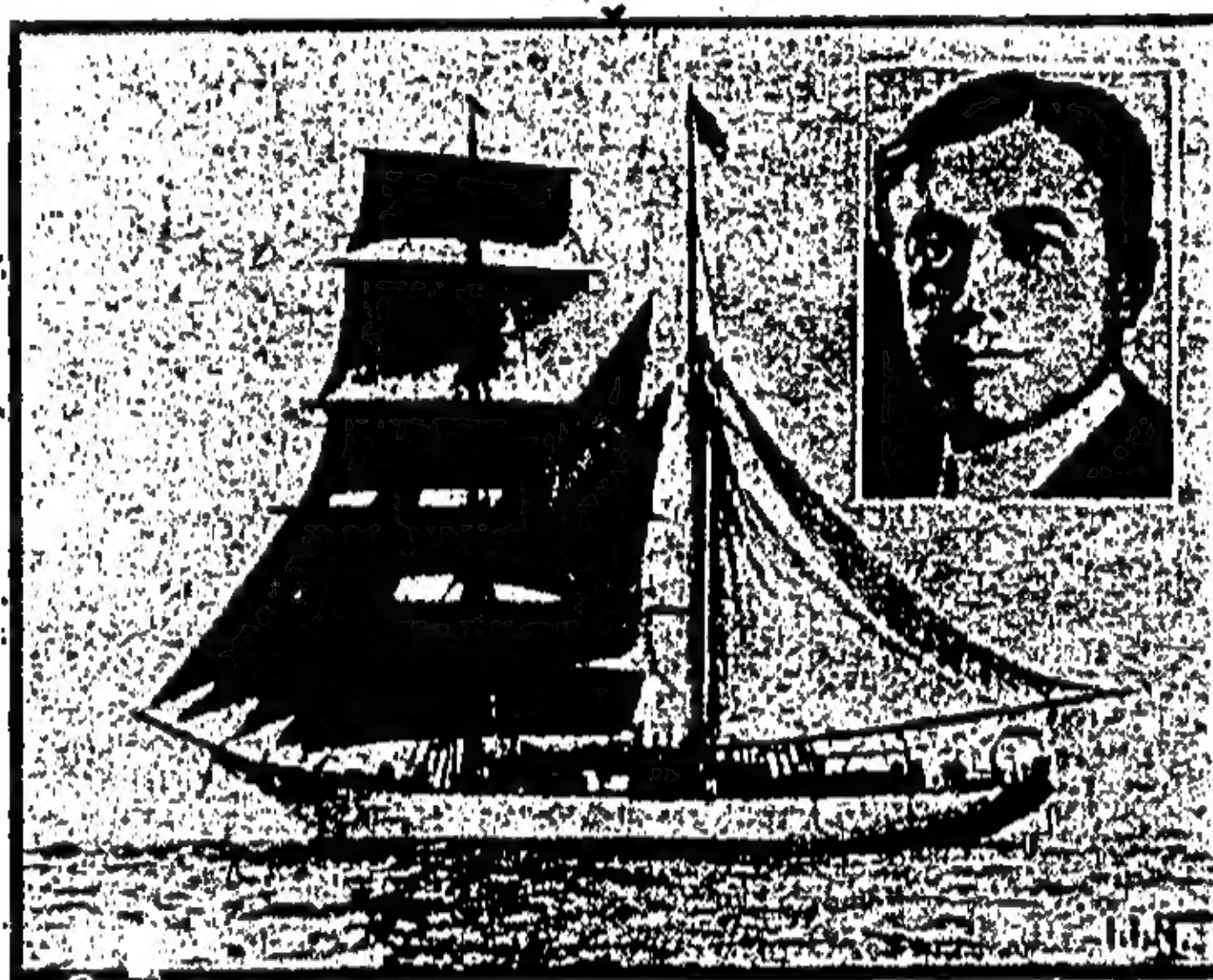
Increased Earnings And Reduced Expenditure

The freight and passenger earnings of the P. & O. Company for the past year had shown an increase, while there had been a considerable reduction in expenditure, states the report of the directors in mail week. After providing for depreciation, there was a credit balance on the year's accounts, including £121,929 brought forward, of £943,956, against £223,029 in the previous year.

"As regards Australia," states the report, "the conditions have been somewhat difficult, but the company has maintained its position. The outlook for next year is on the whole more favourable, and freight prospects, so far as pastoral products are concerned, are generally hopeful. The total number of sheep in the Commonwealth is the highest for over 30 years, giving promise of a good export. The prospects of fruit export are so far favourable. The wheat crop is expected to be below last year's figures."

"There seems no doubt that so far as China is concerned, a real revival of the trade of that great country can only be brought about by a re-

The Ill-Fated Yacht, Carnegie



The Yacht, Carnegie, owned by the Carnegie Institute of Washington, which blew up in the harbour of Apia, Samoa, resulting in the death of the master, Capt. J. P. Ault, and the loss of the vessel, was a wooden craft built in 1900 for experimental voyages. It had made several trips around the world. (Inset) Captain J. P. Ault.

he would "tell the truth about the ship." Gunn replied, "I will get you five years in Peterhead Prison if you stay in Inverness."

Mr. John Munro, counsel for Mr. Andrew Ross, of Inverness, a former owner of the Sutherlandshire Lass, who acted as manager of the vessel when she became the property of his son, Mr. Alex. Ross, and later of his nephew, Mr. Hector Ross, asked McAllister, "Was it the truth you told on Friday, or are you telling the truth now?"

"Telling the Truth Now"

McAllister—I am telling the truth now because the captain was trying to put the blame on me. He said Sheriff Laing—What was your motive in misleading us?

McAllister—I was waiting for the captain to turn up and tell the truth himself.

Replying to one of the assessors, McAllister said that the captain drove the bar between the seam of the planks.

The Assessor—In such a way that it went through easily and opened the seams so that water which was on the deck would run into the hold—Yes, there was plenty of water on the deck.

Cross-examined by Mr. F. G. D. Shearer (representing the captain), McAllister said he thought the vessel would have gone down even if the hole had not been made. He (McAllister) took no part in making the hole.

Stanley Newland, aged 19, assistant steward, who joined the Sutherlandshire Lass before she left Bligh on her last journey, said that he was not surprised when the captain ordered the lifeboat to be got ready, because he had an idea the vessel would not reach Inverness; she was taking in water faster than she had done before, and no pumping was being done. When they were in the small boat a crawler passed, but they did not make any signal to her.

Mr. M. M. Duncan (for the Board of Trade)—Did you not think there was a chance of your going to the bottom?

Newland—I would rather have gone to the bottom.

Sheriff Laing—Why? You are only 19.

There was a burst of laughter when Newland replied, "If I had gone down I would not have had to come here."

Sheriff Laing—If it is any comfort to you, may I say you are the best witness we have had since this inquiry opened.

Andrew Ross, the manager of the vessel, who was recalled to the witness box, said that there had been strained relations between Gunn and himself after the sinking of the boat.

Mr. Duncan—Why was this vessel thrown away?

Mr. Ross—It is impossible for me to say, but I have come to the conclusion that the could not have been sunk by the removal of the plug near the rudder.

Mr. Ross said that it was not to his advantage that the vessel should be sunk, and that he had no motive in scuttling it.

He said that he was not a member of the crew, and that he was not a shareholder in the vessel.

not get a penny of the money. The inquiry was adjourned.

turn to peaceful conditions, the banding and the greater part of the anchors and balances the budget of the serious drought in Central and South China had a disastrous effect on nearly all the crops there.

"The trade centre on Singapore continues to advance, and our business has been helped materially by the two feeder steamers working in the local trade."

"Bengal enjoyed a year of steady progress, helped by a stable exchange and good crops. The export trade from Bombay shows no advance, and the outlook for purely cargo vessels all over the world is at the moment anything but bright."

Two directors retire, Mr. Alexander McLaurin Monteth and Mr. George Finch Hotblack, and both being eligible, offer themselves for re-election. The board have nominated Mr. John Cathbert Denison Pender, to a seat on the board. He is the son of the late Sir John Denison Pender, and the stockholders will be asked to confirm Mr. Pender's election in accordance with the provisions of the charter.

WARSHIPS IN PORT

British warships in port this morning were—

In Basin of R.N. Dockyard: "Tamar," "Cornflower," "Marathon," "Iroquois."

West Wall: "Kent" (flagship).

In Dock: "Seraph," "Petersfield," "Sterling."

No. 1 Buoy: "Hermes."

No. 4 Buoy: "Herald."

No. 8 Buoy: "Bruce."

No. 10 Buoy: "Somme."

No. 11 Buoy: "Thetis."

No. 12 Buoy: "Magnaolia."

No. 13 Buoy: "Sphinx."

Foreign warships in harbour were—

French gunboat "Argus."

U.S. gunboat "Helena."

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Russia" arrived at Nagasaki on January 8 (Wed.) at noon, left Nagasaki on January 8 (Wed.) at 11 p.m., and is due at Shanghai on January 10 (Fri.) at 7 a.m. She leaves Shanghai on January 11 (Sat.) at 5 a.m.

The P. & O. s.s. "Labore" left Shanghai for this port on January 8 at 9.30 a.m., and is due here on January 11 at about noon.

CONSIGNEE NOTICES

Consignees of cargo at A.A. Stevedoring are reminded to take delivery of their goods which will be subject to rates after January 10.

Consignees of cargo at M.V. "Rangoon" are reminded to take delivery of their goods which will be subject to rates after January 11.

Consignees of cargo at M.V. "Rangoon" are reminded to take delivery of their goods which will be subject to rates after January 11.

DIRECTOR CHARGED

Case Against Mr. W. J. Williams Withdrawn

A misfeasance summons taken out by the liquidator of the Sovereign Shipping Co., Ltd., was before Judge Bennett, in the Chancery Division. The respondent was Mr. Watkin James Williams, the Cardiff shipowner.

Mr. Gavin Simonds, K.C., for the liquidator, said the summons was in respect of certain matters in the liquidation of the Sovereign Shipping Co., Ltd. The liquidator charged misfeasance against certain directors, and made claims rising out of it. Counsel had come to terms with Mr. Topham, K.C., who appeared for the only respondent now before the court. There were in substance three respondents, Frederick John Munday and his trustee in bankruptcy, Mr. William James Williams, Mr. Munday and his trustee did not appear, and the summons as against them failed, as the liquidator did not propose to proceed against them.

Regarding Mr. William Grove Williams, a compromise was reached some time ago, and there had been an order staying proceedings against him. There remained Mr. Watkin James Williams, for whom Mr. Topham appeared.

Mr. Simonds said, as these were misfeasance proceedings, it was necessary to obtain the sanction of the court to the arrangement which counsel had made regarding Mr. Watkin Williams.

The Judge thereupon conferred with counsel in his private room. On their return to court, Mr. Simonds said:—"Your Lordship has heard and sanctioned the arrangement, which I think it is right to mention in open court, having regard to the fact that charges were made against respondents. Since the proceedings were instituted further information and further evidence have come into our possession, which make it impossible for the liquidator to proceed in the matters concerned. The arrangement agreed upon is that the summons as against Mr. Watkin James Williams is withdrawn, each side paying their own costs, and no further payment being made by Mr. Watkin Williams."

Mr. Topham—No payment at all.

Mr. Simonds agreed, and proceeded. It is only right I should add that since charges of fraud are made in the claim, that those charges are unreservedly withdrawn. Upon that footing I ask your Lordship to make an order dismissing the summons. No order as to costs against Mr. Watkin Williams. The matter has been disposed of as against Mr. William Grove Williams, and as against Mr. Munday and his trustee no order is necessary except that the summons be not proceeded with."

Mr. Topham said he would like to have included in the order that the charges were unreservedly withdrawn. Judge Bennett—Yes, I think you are entitled to that.

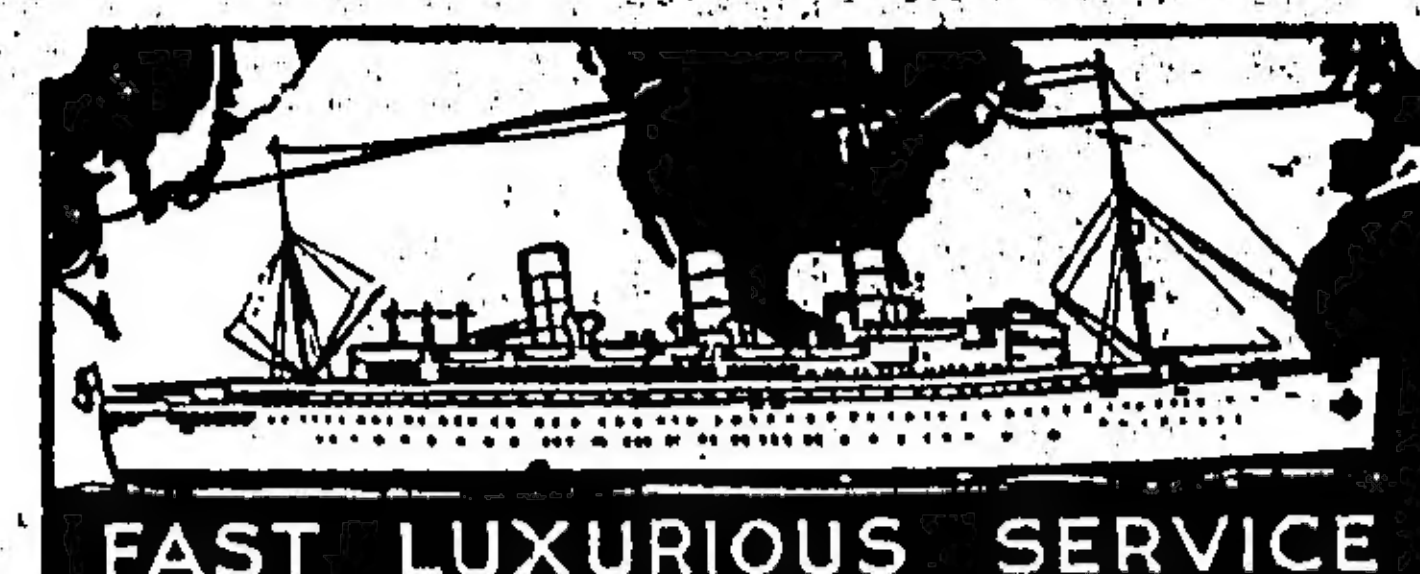
Mr. Simonds—I am quite content that should appear in the order.

The Judge made the order as agreed.

SWORDFISH PRICES

Fishermen Dispose Of Large Catch in Boston

Sydney, N.S.—Swordfishermen operating out of Longsight have experienced a splendid market for their produce. The swordfish all went to the Boston market and the demand for this delicacy has recently been very great is shown in the price range from 8 cents a pound in the early season to 25 cents for the late season catch. It is reported that altogether the fleet of 125 boats using Longsight as a base landed in the neighbourhood of 1,700 of the swordfish ranging in weight from 200 to 700 pounds. While swordfishing off the American coast is a sporting proposition for wealthy anglers it is a commercial industry of considerable importance off the shores of Cape Breton Island. Due to the absence of large schools of herring in the past two or three seasons, it is stated that swordfish are not quite so numerous as formerly but on the whole they are larger. The heaviest on record locally is 900 pounds. The average is perhaps 800 pounds. Under 100 pounds they are called "babies" and bring only half price.



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TO THE PACIFIC COAST E/CANADA NOON Jan. 15th
E/RUSSIA Feb. 12th

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[1,068 tons—Capt. Trutt]

JANUARY.

SUN. 12th WED. 22nd

FRI. 17th MON. 27th

S.S. "TAI MING"

[640 tons—Capt. G. J. Spink]

JANUARY.

TUES. 14th SAT. 25th

MON. 29th

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S.S. "CITY OF MANDALAY" Havre, London, Rotterdam, Hamburg 17th January, 1930.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF KOBE" via Suez Canal 23rd January, 1930.

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For freight or passage on any of the above lines apply to—

THE BANK LINE, LTD.

JUST RECEIVED TWO NEW RECORDS

by
GRACIE FIELDS

- B-3176 { That's how I feel about you
Thoughts of you
- B-3202 { Oh Maggie, what have you been up to?
I've got a man

Also a number of other interesting
"H.M.V." Records by

Walter Glynn
Peter Dawson
Wish Wynne
Paul Robeson
Reginald Foort
Arthur Meale
etc., etc.

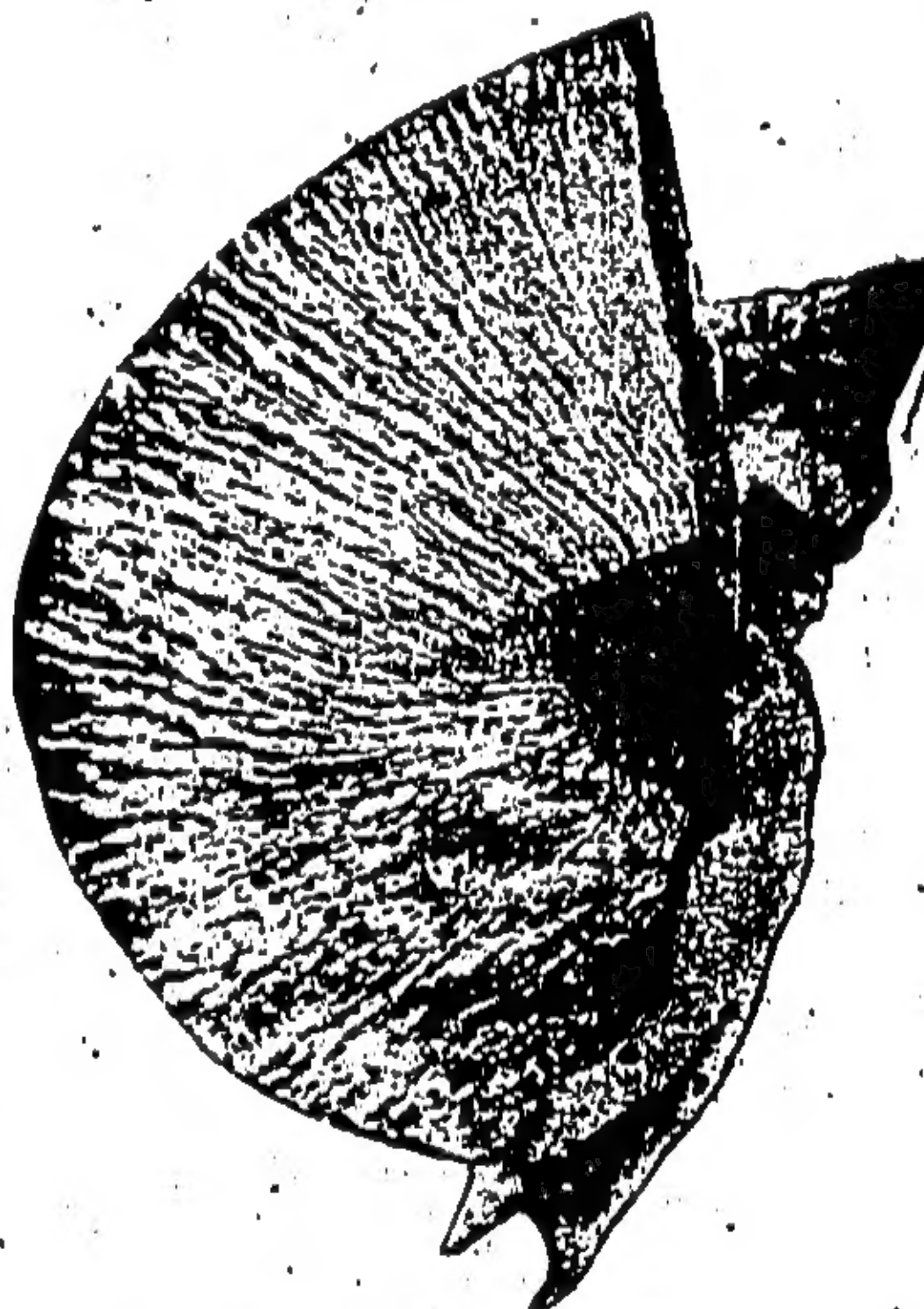
S. MOUTRIE & CO., LTD.
(Victrol Distributors)
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KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

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MISS
ANETA
The
Parisian
Mirror
and
Fire
Dancer.



In conjunction with the new feature
"THE WOMAN DISPUTED"
TO-DAY AT 7.15 & 9.20 ONLY

Birth of a
Butterfly,
Dream
Waltz,
Lily
Dance,
Fire
Dance,
The
Orchid.

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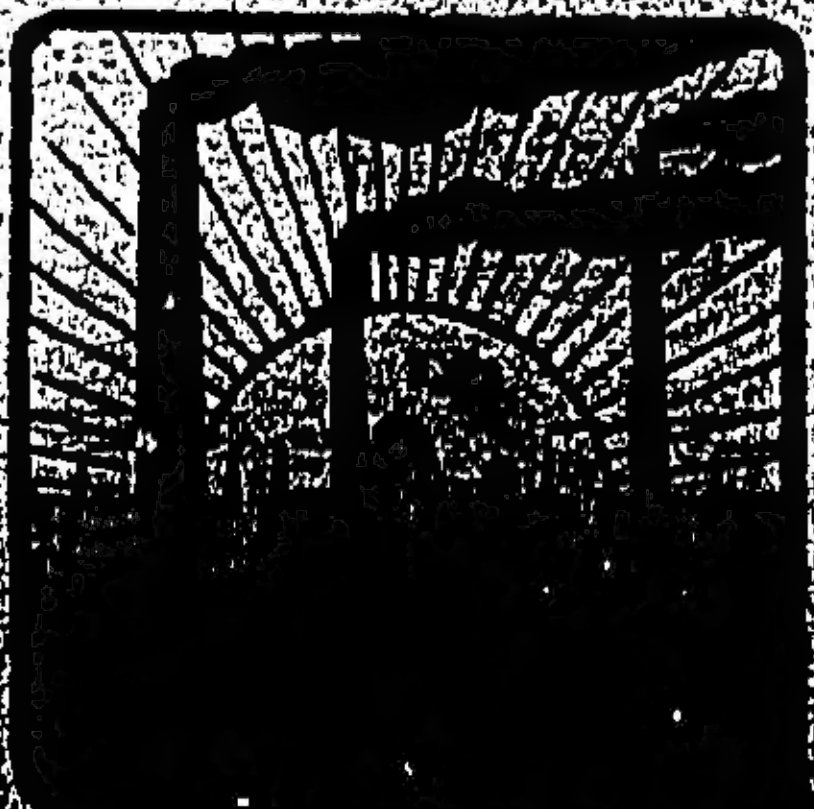
**THE HONG KONG BENEVOLENT
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KAIPING COAL FOR ALL PURPOSES.

HOME
FACTORY
AND
BUNKERS



POWER
HOUSE
TUGS &
LOCOS

OPIUM TRAFFIC IN THE EAST

GREAT BRITAIN "NOT THE
CHIEF CULPRIT"
CHINA'S EXPORT SURPLUS

International control of opium and dangerous drugs was discussed at a conference arranged by the Women's International League at the London School of Economics.

Dr. Hilda Clark, chairman of the Anti-Opium Committee of the British section of the league, said the subject had been taken up in many countries and committees had been formed to see what could be done to combat the growing evil of illicit traffic in manufactured drugs. Conferences had been arranged in different countries, and after the subject had been studied an international conference would be held at Geneva.

Mr. L. A. Lyall, resident of the Permanent Central Opium Board of the League of Nations, in dealing with conditions in the Far East, said the amount of opium grown in China was not only sufficient for all local needs, but provided a large surplus for smuggling to the various countries in the Far East where opium smoking prevailed. Chinese public opinion was fully alive to the evil and there was a determination that the vice should be put down. Sooner or later they would succeed. There was little that England could do in the matter of opium. No opium produced in the British Empire was exported legally to China, and the quantity of British-grown opium that was smuggled into China was quite negligible. But with regard to other narcotic drugs—morphia, heroin, and cocaine—the situation was entirely different. None of these were produced in China; they were all imported from Europe and Japan. Here, again, Britain was not the chief culprit.

Britain's Drug Factories
Very few British drugs found their way into the illicit traffic. Britain was only so far to blame, that her factories helped to swell the large quantity of narcotics produced throughout the world. As long as that surplus continued to exist it would find its way into the hands of smugglers. The only way to stop the illicit traffic was to limit the manufacture of drugs to the amount needed for legitimate purposes.

Mr. Charles Robertson, describing the situation in Egypt, said the drug evil there was causing the most acute alarm. A change for the worse had come over the drug fashion in Egypt. Cocaine had been largely displaced by heroin, which was more easily smuggled into the country and more easily obtainable retail. But the resulting physical wreckage was more appalling. Very few of the victim peoples knew anything of drugs until they were taught to use them. The demand was created so that the chain of suppliers, right back to the factory, might reap their gains.

Professor P. J. Noel Baker, M.P., who described what happened at the 1928 Assembly of the League of Nations in regard to the subject, said opium formed a difficult problem to deal with from the point of view of administration; but the drug traffic was incomparably more difficult. The profits of the traffic were stupendous. It was the easiest of all possible commodities for illicit traffic—for smuggling out of one country into another, and for distribution without capture by the police. It was well known that the methods of the smugglers had been developed to a point of perfection. It was also known that the smuggling and distribution were carried on by a great international gang, who had stupendous capital behind them.

His own personal belief was that when the Governments came to grips with the problem they would find that the boldest measures were the simplest and easiest. He believed they would come to a system of nationalisation.

Viscount Cecil's View
Lady Gladstone presided at the afternoon session. She read a letter from Viscount Cecil, who stated: "I am afraid it will be quite impossible for me to be present at the meeting, but my views as to a State monopoly are not complicated. My feeling is that if you impose any effective control on the manufacture of these drugs, there is grave danger that you will send the price up to an extent which may inflict serious hardship on the poorer members of the community who desire to use them for medical and surgical purposes. This will be still more the case if the number of factories is in any way limited by international agreement. There would then be a great danger of drug being sent to the market as the whole world would be producing it."

ROYAL WEDDING IN ROME

GORGEOUS ARRAY OF
DRESSES
GLITTERING UNIFORMS.

Rome, Yesterday.
The marriage of Crown Prince Humbert and Princess Marie Jose was solemnised this morning.

Loud cheers heralded the arrival of the notable personalities. Among the continuous procession of cars bringing royal and other distinguished guests, whom the resplendent masters of the ceremonies conducted to their respective places in the Pauline Chapel, or the adjoining hall of Cuirassiers, were those wearing the Collar of Annunziata, the foremost of them being Mussolini, followed by the diplomatic corps and the Cabinet Ministers. The Pauline Chapel was decorated with flowers and priceless damasks, and innumerable lights, a fitting setting to the glittering officers' uniforms, and the gorgeous array of women's dresses, with their long trains and brilliant jewels.

The climax was most impressive and was approached as the Royal procession appeared slowly and advanced to the altar.

The whole assembly was hushed, and bowed low.

Pomp and Brilliance
Five Kings and five Queens, together with 60 Royal princes and princesses figured in an unforgettable scene of pomp and brilliance reviving ancient glories of the Eternal City. Unparalleled splendour such as this has not been seen since the marriage of Edward VII.

Princess Marie Jose, on her father's arm, dressed in a white velvet gown, with an eight-yard magnificent train, bordered with ermine, and lined with white silver moire, followed by the Crown Prince, with his mother, the bridegroom a handsome figure in the uniform of an infantry colonel, advanced to the high altar, which was surmounted with a tall crucifix, flanked by lighted tapers.

The Venerable Cardinal Pietro Maffi celebrated the mass. Upon the culmination of the ceremony Cardinal Maffi addressed the usual question to the bride and bridegroom.

Crown Prince Humbert, before replying, turned to his parents for formal consent, but Princess Marie Jose promptly responded "SI" in ringing tones.

The choir sang a specially composed anthem by Cardinal Perosi: "Oramus Pro Principe Mostrum," and Cardinal Maffi pronounced the formula of indissolubility.

The Prince and Princess exchanged wedding rings, while the chapel was filled with the notes of a hymn of rejoicing denoting the completion of the first Italian Royal marriage celebrated according to the new rules laid down in the Lateran Treaty, making a religious ceremony legally valid.

Earlier News
Rome, Tuesday.
The capital had a sleepless night preparing for the morning's ceremony. The population has been immensely swollen by the influx from the provinces and abroad, and revelled amid blazing illuminations till the early hours.

They scrambled to find vantage points to see the guests arrive at the Quirinal Palace courtyard, and the grand staircase, which has been transformed into a bower of the most exquisite and rare flowers.—Reuter.

SOVIET PRISONERS FREED
Nanking, Yesterday.
Chang Hsueh-liang reports that 1,410 Soviet prisoners held in Sungpei internment camp were released on December 31; 98 in the Railway Garrison Headquarters, and 86 in the Special District Court, set free also on the same day.—Canton News Agency.

over the selling of all products of the manufacture and the price at which they were sold. But it is very doubtful whether world opinion is yet ready for as drastic a step as this.

Lady Gladstone said the progress that had been made in regard to the subject was amazing. That was due to a strong public opinion which had enabled countries to come into line on the question and state that they intended to prevent the illicit traffic.

Opinion in India
The Rev. Herbert Anderson, speaking on the opium habit and traffic in India, said India wanted no more time wasted in commissions and conventions, and conferences, and committees, by which too many precious years had been lost. It would have great satisfaction some day that official India, at the call and with the approval of non-official India and the Indian States, was prepared to lead the world as a pioneer in the determination to initiate the only policy that would do away with the black opium habit, prohibition, as a first step, and then the complete eradication of the opium habit, which would be the only way to save India from the ruin which opium had brought upon her.

PICTURE TELEGRAMS TO GERMANY

NEW SERVICE INAUGURATED IN
BRITAIN

DEPENDENCE ON PRESS

Rugby, Yesterday.
A new service of picture telegraphy between Britain and Germany was opened yesterday with the exchange of photographs and friendly greetings between the Postmaster-General and the German Minister of Posts and Telegraphs.

A picture and handwriting were excellently reproduced at the Central Telegraph Office. The transmission took 20 minutes, and from 3 o'clock, when the service was opened to the public, the instruments were kept busy.

The Post Office is looking to the newspapers to provide most of the business in this new field at first, but it is stated it may be used for transmitting cheques and legal documents with signatures in facsimile, and almost any drawing, photograph, printing, or writing which is urgently required.—British Wireless Service.

AUTO-GIRO PLANE

Details of Interesting
Demonstration

Rugby, Yesterday.
Demonstrations were given yesterday at Heston Air Park of the latest type of Senor de la Cierva's auto-giro machine in which horizontal motors above the fuselage provide a lift, instead of the fixed wings of the conventional aeroplanes.

Since 1926, when Cierva's machine was first tested, it has undergone important developments, an advantage having in the meantime been taken of British technical skill in design and construction. Yesterday, he demonstrated that his machine could now take off in less space than a light aeroplane and land almost vertically on a space smaller than a lawn tennis court.

The Director of Civil Aviation, Sir Sefton Branker, witnessed the demonstration and later made a flight in the machine, which he himself controlled.—British Wireless Service.

IDLE LIST

Large Increase After
Christmas Season

Rugby, Yesterday.
Following the Christmas season, a large increase of unemployment is notified by the Ministry of Labour.

On December 30, the total number of unemployed was 1,510,200. This was 206,648 more than on December 16. A similar increase was shown last year, when the total on December 31 was 249,578 more than that for December 17.

It is pointed out that, owing to the dismissal of workers engaged for Christmas trade and to extended short time working, there is normally a large increase of unemployment immediately after Christmas.

The total number of unemployed at the end of 1929 was 10,530 less than that at the end of 1928.—British Wireless Service.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/8 1/2
Bank, on demand 1/6 9/16
Bank, 30 days' sight 1/6 1/2
Bank, 4 months' sight 1/6 1/2
Credits, 4 months' sight 1/7 1/2
Documentary 4 months' sight 1/7 1/2

On Paris—
On demand 95 7/8
Credits, 4 months' sight 103 1/2

On Berlin—
On demand 87 1/2
Credits, 30 days' sight 89 1/2

On New York—
On demand 87 1/2
Credits, 30 days' sight 89 1/2

On Bombay—
Wire 100 1/2
On demand 100 1/2

On Calcutta—
Wire 100 1/2
On demand 100 1/2

On Singapore—
On demand 68 1/2

On Manila—
On demand 75 1/2

On Shanghai—
On demand 75 1/2

On Hankow—
On demand 75 1/2

On Tientsin—
On demand 75 1/2

On Peking—
On demand 75 1/2

On Harbin—
On demand 75 1/2

On Urumchi—
On demand 75 1/2

On Lanchow—
On demand 75 1/2

On Kanton—
On demand 75 1/2

On Canton—
On demand 75 1/2

On Hongkong—
On demand 75 1/2

On Shanghai—
On demand 75 1/2

On Hankow—
On demand 75 1/2

On Tientsin—
On demand 75 1/2

On Peking—
On demand 75 1/2

On Harbin—
On demand 75 1/2

On Urumchi—
On demand 75 1/2

On Lanchow—
On demand 75 1/2

On Kanton—
On demand 75 1/2

On Canton—
On demand 75 1/2

On Hongkong—
On demand 75 1/2

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 9th January, 1930.

STOCK	Day	Sell	Buy	Dividend	When Paid
Banks.					
Hong Kong Bank	1800	1800	Dec.	Interim 2 1/2 a/o 1929	Aug. 6, 29
Chartered Bank	101	101	Dec.	Interim 2 1/2 a/o 1929	Sep. 29
Mercantile Bk., Ltd.	15 1/2	15 1/2	Dec.	Interim 2 1/2 a/o 1929	Oct. 29
Bank of Asia	35	35	Dec.	Interim 2 1/2 a/o 1929	Feb. 18, 29
Insurance.					
Canton Ins.	305	305	Dec.	Interim 2 1/2 a/o 1929	May 23, 29
Union Ins.	370	370	Dec.	Interim 2 1/2 a/o 1929	May 24, 29
China Underwriters	2	2	Dec.	Interim 2 1/2 a/o 1929	May 24, 29
China Fire Ins.	320	320	Dec.	Interim 2 1/2 a/o 1929	May 24, 29
H. K. Fire Ins.	915	915	Dec.	Interim 2 1/2 a/o 1929	May 24, 29
Shipping.					
Douglas	35 1/2	35 1/2	Dec.	Interim 2 1/2 a/o 1929	Feb. 10, 29
H. K. Steamships	27 1/2	27 1/2	Dec.	Interim 2 1/2 a/o 1929	June 10, 29
Indo-China (Prel.)	13	13	Dec.	Interim 2 1/2 a/o 1929	June 10, 29
Shell Transports	25 1/2	25 1/2	Dec.	Interim 2 1/2 a/o 1929	Jan. 8, 29
Union Waterboats	38 1/2	38 1/2	Dec.	Interim 2 1/2 a/o 1929	Jan. 31, 29
Mining.					
Benguet	470	470	Dec.	Interim 2 1/2 a/o 1929	Dec. 29
Kailash Mining Ad.	55 1/2	55 1/2	Dec.	Interim 2 1/2 a/o 1929	Dec. 29
Langkat (Comb.)	18 1/2	18 1/2	Dec.	Interim 2 1/2 a/o 1929	Dec. 29
Shai Exploration	150	150	Dec.	Interim 2 1/2 a/o 1929	Dec. 29
Loans	5	5	Dec.	Interim 2 1/2 a/o 1929	Dec. 29
Raubs	11 1/2	11 1/2	Dec.	Interim 2 1/2 a/o 1929	Dec. 29
Tanoh Mines	31 1/2	31 1/2	Dec.	Interim 2 1/2 a/o 1929	Dec. 29
Docks, Wharves, &c.					
H. K. & K. Wharves	144	144	Dec.	Interim 2 1/2 a/o 1929	Mar. 7, 29
H. K. & W. Docks	80 1/2	80 1/2	Dec.	Interim 2 1/2 a/o 1929	Mar. 7, 29
China Dock	540	540	Dec.	Interim 2 1/2 a/o 1929	Mar. 7, 29
Hongkong Dock	190	190	Dec.	Interim 2 1/2 a/o 1929	Mar. 7, 29
N. Engineering	100	100	Dec.	Interim 2 1/2 a/o 1929	Mar. 7, 29
Shanghai Docks	100	100	Dec.	Interim 2 1/2 a/o 1929	Mar. 7, 29
Cotton Mills.					
Euro Cottons	10 1/2	10 1/2	Dec.	Interim 2 1/2 a/o 1929	Aug. 23, 29
Shai Cotton (old)	38	38	Dec.	Interim 2 1/2 a/o 1929	Nov. 23, 29
Shai Cotton (new)	54	54	Dec.	Interim 2 1/2 a/o 1929	Nov. 23, 29
Zong Singi	10	10	Dec.	Interim 2 1/2 a/o 1929	Oct. 11, 29
Lands, Hotels & Buildings.					
H. K. & S. Hotels	12 1/2	12 1/2	Dec.	Interim 2 1/2 a/o 1929	Aug. 2, 29
H. K. Lands	65	65	Dec.	Interim 2 1/2 a/o 1929	July 31, 29
Shanghai Lands	101	101	Dec.	Interim 2 1/2 a/o 1929	Feb. 8, 29
H. K. Realities	800	800	Dec.	Interim 2 1/2 a/o 1929	June 5, 29
Public Utilities.					
H. K. Tramways	19	19	Dec.	Interim 2 1/2 a/o 1929	Aug. 27, 29
Peak Tram (old)	11 1/2	11 1/2	Dec.	Interim 2 1/2 a/o 1929	June 7, 29
Star Ferry	7 1/2	7 1/2	Dec.	Interim 2 1/2 a/o 1929	Feb. 10, 29
China Light	19 1/2	19 1/2	Dec.	Interim 2 1/2 a/o 1929	Dec. 23, 29
H. K. Electric	70	70	Dec.	Interim 2 1/2 a/o 1929	Mar. 23, 29
Macao	28	28	Dec.	Interim 2 1/2 a/o 1929	Sep. 18, 29
Sandakan Light	2 1/2	2 1/2	Dec.	Interim 2 1/2 a/o 1929	Feb. 21, 29
H. K. Telephone	10 1/2	10 1/2	Dec.	Interim 2 1/2 a/o 1929	Feb. 6, 29
China Buses	10 1/2	10 1/2	Dec.	Interim 2 1/2 a/o 1929	Feb. 6, 29
S'pore Tramways (Ord.)	10 1/2	10 1/2	Dec.	Interim 2 1/2 a/o 1929	Feb. 6, 29
Industrials.					
China Sugars	27	27	Dec.	Interim 2 1/2 a/o 1929	April 11, 29
Malayan Sugars	11	11	Dec.	Interim 2 1/2 a/o 1929	April 11, 29
Cald. Mag. Ord.	10	10	Dec.	Interim 2 1/2 a/o 1929	April 11, 29
Canton Ice	2 1/2	2 1/2	Dec.	Interim 2 1/2 a/o 1929	April 11, 29
Cement (comb.)	14 1/2	14 1/2	Dec.	Interim 2 1/2 a/o 1929	April 11, 29
H. K. Ropes	7 1/2	7 1/2	Dec.	Interim 2 1/2 a/o 1929	April 11, 29
United Asbestos	5	5	Dec.	Interim 2 1/2 a/o 1929	April 11, 29
Stores, &c.					
Dairy Farms	31	31	Dec.	Interim 2 1/2 a/o 1929	Mar. 4, 29
Watsons	11 1/2	11 1/2	Dec.	Interim 2 1/2 a/o 1929	Mar. 23, 29
De A. Wigs	80 1/2	80 1/2	Dec.	Interim 2 1/2 a/o 1929	Mar. 23, 29
Lanc. Crawfords	18	18	Dec.	Interim 2 1/2 a/o 1929	Mar. 23, 29
Mackintosh	19	19	Dec.	Interim 2 1/2 a/o 1929	Mar. 23, 29
Sincere	19	19	Dec.	Interim 2 1/2 a/o 1929	Mar. 23, 29
Wm. Powell	19	19	Dec.	Interim 2 1/2 a/o 1929	Mar. 23, 29
Miscellaneous.					
H. K. Amusement Prof.	27 1/2	27 1/2	Dec.	Interim 2 1/2 a/o 1929	July 23, 29
H. K. Construction	130	130	Dec.	Interim 2 1/2 a/o 1929	July 23, 29
B. Ind. G. Bonds	60 1/2	60 1/2	Dec.	Interim 2 1/2 a/o 1929	July 23, 29
H. K. Govt. Bonds	41 1/2	41 1/2	Dec.	Interim 2 1/2 a/o 1929	July 23, 29

LONDON EXCHANGES

London, Yesterday	123.90
Paris	123.90
New York	123.90
Brussels	123.90
Geneva	123.90
Amsterdam	123.90
Milan	123.90
Berlin	123.90
Stockholm	123.90
Copenhagen	123.90
Oslo	123.90
Vienna	123.90
Prague	123.90
Helsinki	123.90
Madrid	123.90
Lisbon	123.90
Athens	123.90
Constantinople	123.90
Bombay	123.90
Calcutta	123.90
Rangoon	123.90
Singapore	123.90
Canton	123.90
Hongkong	123.90
Shanghai	123.90
Hankow	123.90
Tientsin	123.90
Peking	123.90
Harbin	123.90
Urumchi	123.90
Lanchow	123.90
Kanton	123.90
Canton	123.90
Hongkong	123.90
Shanghai	123.90
Hankow	123.90
Tientsin	123.90
Peking	123.90
Harbin	123.90
Urumchi	123.90
Lanchow	123.90</

Sport Columns

FOOTBALL

Service Team's Early Surprise

A DRAWN MATCH

The selected Interport football team had another try-out yesterday with a team representing the Services at Sookumpoo. The two teams lined-up as under:

Selected Team:—G. Rodger, Wynns and Reeves; Hedley, West and Bliss; B. Gosano, A. V. Gosano, Goldman, Bowley-Bull and C. Pile.

Services Team:—Fletcher; Oliver and Jones; Timberlake, Evans and Butler; Sorbie, Cartwright, Stephenson and Craig.

The Services received an early surprise. Immediately after the kick-off, Goldman took the ball down and a neat centre to Gosano saw the ball brought dangerously near the Services' citadel.

The Selected team added another point in the first half and the Services replied with one.

The game was more interesting to watch in the second half. The final score was three goals all.

RUGBY FOOTBALL

Faulty Passing by the Navy

CLUB SUPERIOR

Though possessing a superior forward line the 8th Flotilla pack lost to the Club "A" by eleven clear points yesterday. The 8th Flotilla were quick to break up the scrums, otherwise the score must have been considerably greater.

The teams were:—Club:—Back, S. J. H. Fox; Three-quarters, Skinner, Divett, Churchill; Copping; Half-backs, G. A. L. Plummer, I. F. Grant; Forwards, F. R. Burch, D. L. Milne Day, R. C. Churchill, R. D. Beaumont, Cox, Burnell, V. R. Gordon, E. F. Buttress.

Destroyer Flotilla:—Pay Lt. Comdr. Bolster; Lt. Welch; Lt. Atkinson, Lt. Tighe, Bradshaw; Lt. Comdr. Surtees, North; Lt. Comdr. Sim, Lt. Dwyane, Lt. Mosley, Welham, Edwards, Shure, Padden, Holmyard.

Reference:—Capt. Deakin.

Shortly after the kick-off Burch gave the Club their first try, the result of a pass from Plummer after a good run. Skinner failed to add the points from a difficult kick. A rally by the Flotilla forwards followed, but Churchill gained possession and play was again resumed in the Flotilla's twenty-five. Only the excellent work of the opposing forward kept the Club from adding further points. The Club were not to be denied, and, gaining possession from the scrum, Copping crossed the line between the posts. Skinner added further points with a good kick.

The Club again attacked, but a free kick relieved the Flotilla's defence, Padden putting into touch with a fine kick. A splendid scoring chance was missed by the Navy, Atkinson knocking on after a neat clearance from the scrum. A good run by Churchill was made just before the half-time whistle, but he was tackled.

Navy Press

Bradshaw's kick failed to find touch and Fox gathered, clearing well. Pressure by the Navy forwards forced Fox to touch down. A good movement by the Navy followed, but a faulty pass spoiled the chance, the ball being knocked on to touch-in goal. Continuing to press, the Navy again forced play to the Club line, a scramble resulted in a five-yards' scrum. The Navy's efforts were neatly crowned when Surtees was tackled almost on the line. Bad passing by the Flotilla again spoiled their chances, and play returned to their half once more. Milne-Day made a good run, but

POLO

Fast and Accurate Play

CIVILIANS FAIL

Ideal conditions favoured the American Tournament at the Hong Kong Polo Club's ground yesterday evening.

The teams contesting were:—Headquarters:—Colonel Brownrigg, Major Campbell, Colonel Haskard, Mr. Baskerville Glegg.

K.O.S.Bs.—Major Lake, Mr. Welch, Mr. Scott Elliott, Mr. MacLaren, Mr. Civilian:—Mr. Heard, Mr. Gordon, Mr. Stanton, Mr. Oliphant.

Odd Lots:—Capt. Ramsay, Major Hewson, Major Wolfe Murray, Mr. Churchill.

The "Odd-Lots" were superior to the Civilians. The latter playing a poor game, were no match for their solid opponents, the result being, Odd Lots 2, Civilians 1.

The speed and accuracy proved the mettle of the local officers in the military match, play being extremely past throughout. The result was:—

K.O.S.B. 2, H.Q. Officers 1.

The games were thoroughly enjoyed by a small but appreciative gathering.

CRICKET

Matches for Saturday

The following will represent the I.R.C. in their league matches against the H.K.C.C. on Saturday:

1st XI. (Home): A. el Arculli, A. H. Rumjahn, A. H. Madar, A. K. Vint, A. A. Minu, O. Jamil, A. M. Rumjahn, S. A. Ismail, C. F. Doodna, S. S. A. Curreen, and A. A. Rumjahn (Captain).

2nd XI. (Away): M. R. Abbas, J. S. Akker, H. T. M. Barma, A. J. H. Esmail, D. Mohamed, A. Nomanbhoy, S. S. A. Curreen, S. R. Suffad, F. M. el Arculli, and M. P. Madar (Captain). Reserve: S. Ismail.

University Teams

The following will represent the University in their League matches against the Craigengower C.C. on Saturday:

1st XI. (Away): C. W. Lam (Captain), S. V. Gittins, L. T. Ride, D. K. Samy, M. B. Osman, A. P. Gutteres, E. A. Lee, A. Baker, D. J. R. Kerman, Anderson, W. H. Kwan, S. R. Kerman.

2nd XI. (Home): F. Hiptoola (Captain), A. A. Aziz, A. Chan Fook, A. B. Suleiman, K. T. Loke, G. E. Yeoh, C. Candah, H. E. M. Adams, F. L. Tan, K. P. Gan, A. T. Nomanbhoy.

University v. Combined League

The following have been selected to represent the University Fast and Present in a friendly match against the Combined League on Sunday at 2 p.m. at Pokfulam:

A. A. Rumjahn (Captain), C. W. Lam, L. T. Ride, D. K. Samy, S. V. Gittins, A. P. Gutteres, F. Zimmer, E. Zimmer, A. T. Lee, D. J. N. Anderson, S. R. Kerman.

Reserves:—D. Laing, A. Chan Fook and F. Hiptoola.

GOLF

Mrs. Beamish Wins Fanling Honour

The prize presented by Mr. Lambert in a Bogey Competition played over the new course at Fanling in December, was won by Mrs. Beamish (1 up) after a tie with Mrs. Wild.

was forced into touch. From the scrum Churchill, Skinner and Divett made a nice movement, and the latter player got over near the corner flag. The shot was too difficult to convert. No further scoring took place, the Club running out winners by 11 points (two tries and one goal) to nil.

The Rugby football match between the Army and the Navy in the triangular contest will take place on Saturday at the Hong Kong Football Club ground at Happy Valley, kick-off at 4.15 p.m.

LAWN TENNIS

Landry In Lahore Incident

REFUSED TO SHAKE HANDS

Lahore, Dec. 7.

An unfortunate incident marred the French tennis matches yesterday when, at the conclusion of his match with Madan Mohan, Landry refused to shake hands. He explained that this action was deliberate as Madan Mohan had requested him when in Calcutta, to allow him to make a good showing before his own people, which Landry agreed to do to encourage Madan's chances for selection to represent India. When the third set stood at 4-1 in Landry's favour, he slackened, but Madan, having been allowed to pull up to 4-4 and 6-5 played himself all out for a win.

ANNUAL RACE MEETING

As may be seen from an advertisement elsewhere in this issue, draft programmes and entry forms for the annual race meeting are now ready and may be obtained on application to the Secretary of the Jockey Club.

Madan acknowledged that he had made such a request of Landry but he felt justified in going all out to win.

Madan won the match 6-2 1-6 7-5.

In a letter to the Press Madan stated:

"I admit that when I met M. Landry in Calcutta I asked him not to give me love sets. After that I forgot all about it. When again I met M. Landry a few minutes before our match on December 6, he asked me if I was playing as well as at Calcutta, to which I replied in the usual manner and hoped he would not sweep me clean off my feet. He said 'I can't do it.'"

"If M. Landry thinks I begged of him to yield a few games or to lose to me, I am afraid, quite misunderstood me, perhaps through his imperfect knowledge of English. But about one thing I am positive. I never spoke to him on the tennis court except once, at the time of the toss. I am rather surprised to read that I did so and reminded him of his promise."

Unbeatable Tennis

"He played unbeatable tennis in the second set and I found myself missing a lot. Then in the third set he led 5-1. At this point, having nothing to lose, I went all out and, as luck would have it, was successful."

"What I want to emphasize is that no agreement existed between M. Landry and me. The notion is absurd. Before their match weaker players often remark to their opponents, 'I hope you won't give me love sets,' more as a compliment to their opponents than anything else. Such a remark does not amount to a request to concede a few games."

"M. Landry in an interview seems to think that I reminded him of his promise after he led 4-1. Now the umpire and the spectators can certainly testify to the fact that after the first few changes we never passed by on the same side of the net. I could never have shouted to him across the court that he should ease up."

BOXING

Military Championship

The Hong Kong Area Military Inter-unit and Individual Championships will be held at the Theatre Royal to-morrow evening at 8 o'clock.

The preliminaries are being fought at Murray Barracks this afternoon at 2.30.

YACHTING

Fifth Ladies' Championship Ship Races

The fifth Ladies' Championship races in connection with the Royal Hong Kong Yacht Club were sailed yesterday, the course being: Channel Rocks (P), Kowloon Rock (P), Mark on Line (P), Cust Rock Mark Boat (P); a distance of 5.5 miles.

The results were as follow:

"H" Class			
(Started 3 p.m.)			
	Finishing	Corrected	TIME.
Li Linda (1)	4.14.03	4.13.36	
Diana (2)	4.15.45	4.15.55	
Colleen (4)	4.21.36	4.17.56	
Dorothea (3)	4.18.45	4.14.59	

"T", "Y" & "G" Classes			
(Started 3.05 p.m.)			
	Finishing	Corrected	TIME.
Daphne (2)	4.32.42	Scratch	
Haley (1)	4.32.12	"	
Wings (6)	4.39.18	"	
Bluenose (3)	4.33.37	"	
Boojum (4)	4.34.39	"	
Speedwell (5)	4.33.33	"	
Adanae	Did Not Finish		

CHEAPER POULTRY

Glut of Fowls Causes Fall of Prices

Canton, Yesterday.

The prices of fowls have increased ever since the Winter Festival, selling at \$1.20 per catty, ducks at 80 cents, and geese at 65 cents. Even cocks are sold from 80 to 90 cents per catty. But with an influx of a large number of fowls from Wuchow, North River and Shantung, the supply has greatly exceeded the demand. As a result, the prices have suddenly been reduced by 30 cents on each catty for fowls, and 10 cents for ducks.—Canton News Agency.

POOR OF KONGMOON

Appeal For Funds To Provide Asylum

Canton, Yesterday.

The Municipality of Kongmoon has sent to the Kwangtung Relief Commission a letter requesting the appropriation of funds for the construction of an asylum for the poor. The Commission has, it is reported, authorised an appropriation of \$5,000 for this purpose and this sum was remitted to them yesterday. The Kongmoon Municipality has given instruction to the Public Works Bureau to draw plans for the asylum at an early date.—Canton News Agency.

SHANGHAI COURT

Admission Of Foreign Lawyers

Shanghai, Yesterday.

The 19th meeting of the Re-organization of the Shanghai Court was held to-day. The scope of the Court's jurisdiction, admission of foreign lawyers, and storage of confiscated articles were discussed. The meeting lasted for three hours. The next meeting will take place to-morrow afternoon.—Canton News Agency.

CENSUS ORDERED

Scheme To Maintain Peace & Order

Canton, Yesterday.

With a view to putting in force the Municipal regulations for the maintenance of peace and order, it is learned that the Hok Kong District Magistrate has despatched special officers to make a census of the local population. Two months will be required for its completion.—Canton News Agency.

California, which is now the winter gathering place for many Canadians, especially those from the Prairie Provinces, may soon be displaced in popularity by Bermuda, Jamaica and other points in the West Indies, according to W. H. Hobbs, of Montreal, who has just returned with his bride on the R.M.S. Lady Somers, of the Canadian National Steamships from Kingston, Jamaica.

OBSERVATORIES ON ICE PACKS

PLANS FOR TEMPORARY ARCTIC STATIONS

BIGGER R-101 NEEDED

Observatories on the drifting ice-packs of the Arctic form part of the plans of the International Society for the Exploration of the Arctic Regions by means of Air-craft, described in the current issue of "Nature." "Aeroarctic" (to give the Society its shorter title) has been founded within the last three years and has its headquarters at Berlin.

Men, sledge-dogs, meteorological instruments, and food and fuel for two years could all, in the opinion of the Society, be carried to any part of the Arctic regions by an airship of sufficient size. The total of such a load would be about 25 tons, exclusive of the airship's crew, and the necessary cruising range would be about 3,000 miles. Such a performance is beyond the capacity of either R-101 or the Graf Zeppelin, but should not be beyond the airships of the future.

Dr. Nansen's Experiments

Dr. Nansen's proposed flights in the Graf Zeppelin are regarded as preliminary flights to investigate possible sites for permanent observatories.

The Society hopes eventually to found observatories in Nicholas Land, Penny Land (Greenland), Grant Land (Ellesmere Island) and Banks Island and to arrange for these to be relieved annually by airship.

The scheme thus envisages a ring of permanent stations on the edge of the Arctic sea, supplemented by temporary stations on the drift ice, whose daily position would be determined by wireless.

"The whole scheme," comments "Nature," "is a daring experiment. Some people may even call it rash. But, if it succeeds even in part, it should result in considerable practical additions to knowledge."

Three out of four persons who were motoring to a funeral in Carmarthenshire were drowned by the car falling thirty feet into a river.

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GREY FLANNEL SUITS in single or double breasted style. Smartly cut and tailored in LONDON by expert workmen.

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"HELLO MR. JIGGS WILL YOU COME RIGHT HOME LORD DEDDINGTON HERE AND WANTS TO SEE YOU YOU'LL BE RIGHT WITH HIM."

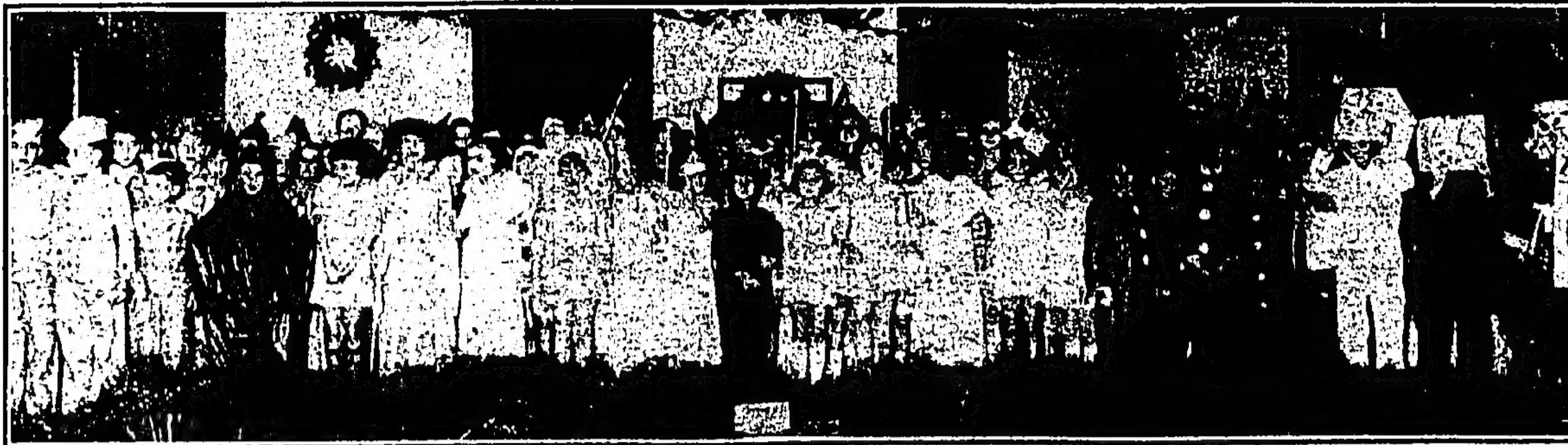


BRINGING UP FATHER.



World News In Pictures

School Children's Show



Pupils of the American School, Shanghai, under the direction of Mrs. H. D. Robison, wife of Mr. Robison, American Trade Commissioner, staged successfully a Christmas operetta in three acts, entitled "The Toys Entertain," in the presence of a large audience.—(Photo by Ah Fong).

"Suicide"—Found Alive



Dramatically revealed as alive and well long after he had been reported a suicide, Richard C. Brophy, former executive of the Byrd Expedition, sped from Omaha to New York to straighten out his affairs and start all over. He had been working on the editorial staff of a Nebraska newspaper for some time.

Banker to Jail



Charles Delos Waggoner, former President of the Bank of Telluride, Colorado, on his way to Atlanta to serve a ten-year sentence for mail fraud in the swindling of \$60,000 from six New York banks. Because Waggoner refused to answer questions, it is likely the banks will not regain their money.

New Ambassador in Cuba



Harry Guggenheim, American Ambassador to Cuba, and Mrs. Guggenheim, on the dock in Havana just after landing. They were cordially welcomed to Cuba by a Committee of Cuban officials. The new Ambassador was escorted from President Minshado's home by a squadron of the President's guard.

Boiler Explosion's Toll



A view of the wreckage by the explosion of a boiler in the basement of a Washington ten-cent store during the height of the shopping hour. Five persons were killed, four were critically injured and twenty others hurt by the blast which shot streams of steam into the street. The sidewalk was ripped up for a distance of thirty feet along the street, and the steam that shot up scalded many persons passing by.

"Le Torrent" Annual Dinner



Self-Styled Tsar



Grand Duke Cyril, self-styled Tsar of Russia, now with his improvised court at St. Brian, France, who has issued an imperial manifesto offering royal decorations and membership in the Order of St. Nicholas Thaumaturgic for the sum of three dollars. Royal certificates are being distributed to Russians throughout the Western Hemisphere by the Grand Duke's agents, in an effort to raise funds for the re-establishment of a Russian monarchy.

Leaves \$8,000,000



Conrad Hubert, inventor of the flash-light, which brought fame and fortune to this immigrant boy. He left the stupendous sum of \$8,000,000 in a fund entrusted to the care of ex-President Coolidge, ex-Governor Smith, and Julius Rosenwald to distribute among charitable institutions.

Fights to Retain Husband



Mrs. Stanley Macomber, fighting to retain her husband.

WITH ALL THE PEP
of a Jazz Band.



All the Poise
of a
Drum Major



The Assurance
of a
Radio Announcer.



The Attention that
a Manipulator
Caught Short in the
Market
Gives the Ticker



The Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.



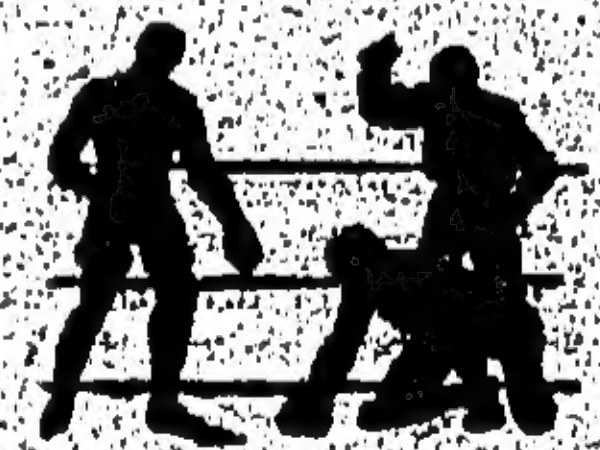
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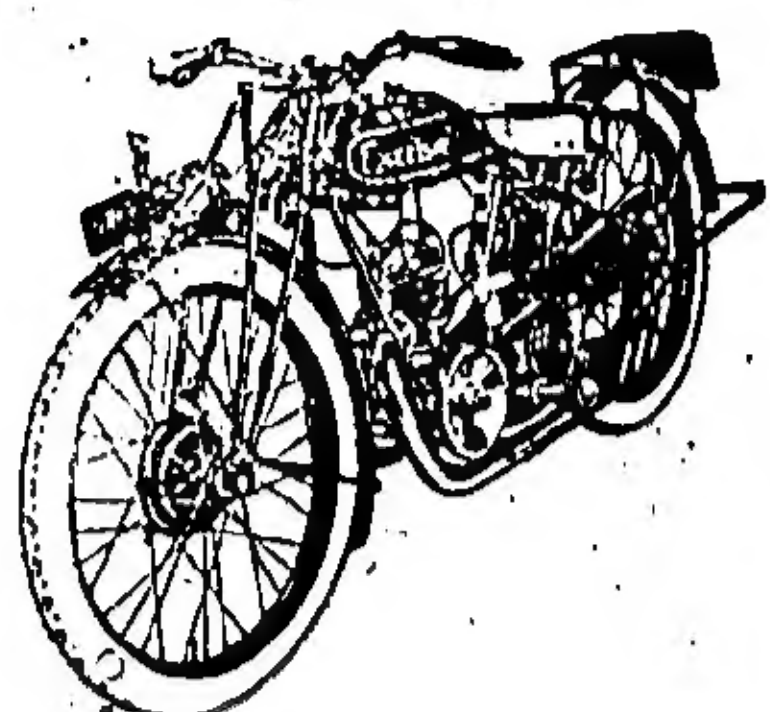
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THE MOTORISTS' PAGE

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THE SINCERE CO., LTD.
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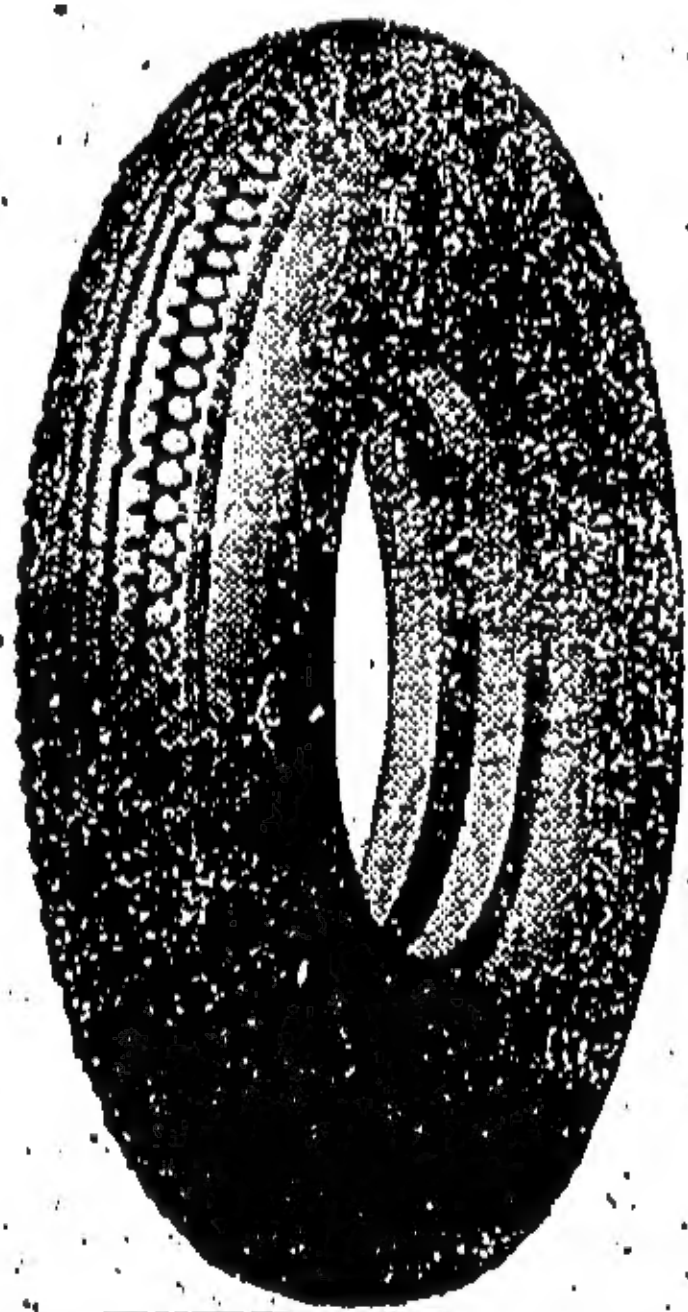
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If you are one of those seasoned motorists who figure tyre costs on a mileage basis, you must eventually drive on FISK ALL-CORD TYRES.

THE ALL-CORD TYRES deliver the most mileage your dollar can buy. A thicker, tougher tread, and the patented FISK ALL-CORD process give FISK TYRES unusually long life.

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RECORD BROKEN

Fine Run From Madras To Ootacamund

According to a cable just received by the Studebaker factory, the record between Madras and Ootacamund, India, has been broken by nearly three hours by a stock Studebaker President Eight Roadster.

The car was driven by A. L. Nagelinger, resident of Madras. Ootacamund is a large hill station to which residents of Madras and the surrounding country migrate with the advent of hot weather. The distance between the two points is 402 miles, the last fifty miles over winding mountain roads climbing to an altitude of over 7,500 feet. Nagelinger completed the trip in 9 hours, 10 minutes, nearly 3 hours faster than the former record.

The feat was greeted by enthusiastic press comments throughout India, particular stress being laid on the fact that the Studebaker used was a strictly stock car.

"This achievement recalls the amazing speed records established last April by C. L. Clark of the Swiss Engineering Company of Bombay," said the Manager of the Hong Kong Hotel Garage, the local Studebaker-Erskine dealer, in commenting on the record. "In a cross country run between Bombay and Calcutta and Bombay and Delhi, Clark likewise drove a stock Studebaker President Eight Roadster."

"Four hours and twenty minutes were clipped from the Bombay-Delhi record, the President overcoming mud and sand storms which at times all but obliterated the road. In face of these difficulties the President covered the 994 miles in 24 hours, 10 minutes elapsed time. The Bombay-Calcutta run of 1466 miles was made in 40 hours, 15 minutes, 7 hours and 20 minutes faster than the previous best time. Here again, obstacles innumerable beset the President, including even wild animals at night which were attracted by the lights of the car."

"Several months prior to this run, C. E. Perry, a business man of Rangoon, made motoring circles in Burma sit up and take notice, when he blazed his own trail between Rangoon and Mandalay in a stock Erskine Tourer. The trip was made in 48 hours."

"Although the distance is only 385 miles, the utter absence of even a semblance of road and existence of dense jungles and wide stretches of thick elephant grass barring the way, made the record breaking time even more significant."

MOTOR BALLROOMS

Party Dances On Wheels

A dance—complete with band and refreshments—when motoring along country lanes at thirty miles an hour is the latest luxury afforded by the advancement of the motor coach.

You take a gramophone and a ukulele and the coach builders, as shown at the Commercial Motor Transport Exhibition at Olympia, have done the rest.

There is a piano that folds up when nobody wants it.

The seats fold back, leaving a space of polished dance floor; you touch something at the back of the seats and down come glass-topped refreshment tables; shillings put into machines produce cigarettes and chocolates.

The driver shuts himself away from the party, the heat pipes warm the "room," the lights glow softly under painted parchment shades, and the pretty coloured curtains are full of sandwiches and jellies and other suitable provisions for a party.

Then away you go—to Derbyshire or Devonshire or anywhere you please. There are no neighbours to be considered, no parking problems.

You can stop on some deserted moorland and go for a moonlight stroll, and you can draw up for eggs and bacon in the morning at some village inn.

These gleaming "giants of the road" on show at Olympia breathe life into every chromium-plated line, and luxury fitting of the Gaudier-like interiors. Clocks, mirrors, lanterns, foot-lamps, handbrakes, gear levers, all things that make the modern traveller feel like a lord of the road.

SAFE DRIVING

Ten Simple Results To Observe

The conscientious observance of ten simple rules for safe driving prepared by one of the foremost traffic authorities would materially reduce the number of traffic and highway accidents and at the same time result in a decidedly more efficient use of our motor cars, according to A. R. Erskine, president of The Studebaker Corporation.

"The many complications and new safety requirements imposed by modern traffic conditions are ably covered in these ten commandments for motorists," said Mr. Erskine. "They were compiled at the request of safety workers by Dr. Miller McClintock, director of the Erskine Bureau for Street Traffic Research which The Studebaker Corporation endows in Harvard University as its contribution to the solution of modern traffic and safety problems."

"The rules are based on traffic studies made by the Bureau in city and suburban areas with an estimated total population in excess of 10,000,000 people. The ten pointers which it is believed motorists should always bear in mind whether driving in the city or in the open country are:

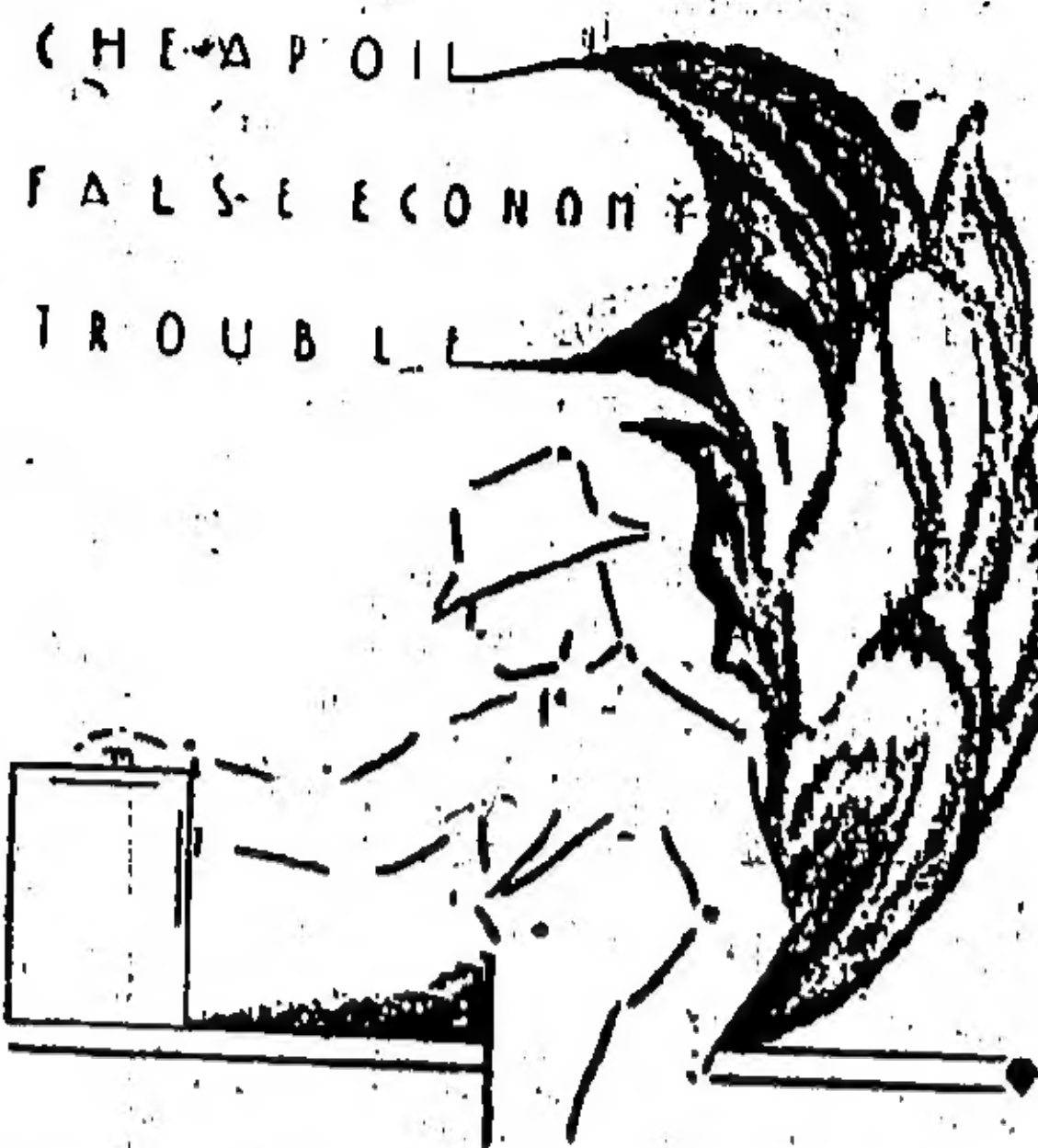
1. Keep your car in sound condition.
2. Keep your car under control—it is dangerous if you cannot stop in the assured clear distance ahead.
3. Keep your eye on the road—one second's inattention may mean an accident.
4. Never fight for the right of way—the only real utility of right of way rules is at inequities or damage suits.
5. Go along with the procession—you have no more right to "ding" traffic than you have to jeopardize yourself and others by unnecessary "cutting in."
6. Be as courteous on the road as you are in your own home—give other drivers and especially pedestrians a fair chance.
7. Know your local traffic rules and obey them exactly—they are the motorist's safety code and book of etiquette combined.
8. Take pride in your driving skill: if normal people are nervous to ride with you, something is wrong with your driving.
9. Don't mix liquor, worry or anger with petrol.
10. Study local maps and experiment for shorter and less congested routes; you may be surprised at the time you will save.



Henry Ford, billionaire automobile manufacturer, on his arrival at the White House as a member of the group of industrialists who conferred with President Hoover on the problem of expanding the nation's business. Mr. Ford announced his intention of putting a wage increase into effect at his Detroit and Long Island City plants, affecting nearly a hundred thousand workers. Mr. Ford's optimistic statement follows an assertion that prospects for better business are secure.

ALL KIND OF CAR REPAIRS.

FIAT GARAGE
67A, 67B, Des Voeux Road C.
Tel. C. 4831.



When the price of those commodities upon which we depend for livelihood is barely sufficient to cover production costs, strange as it may seem, but nevertheless true, many motorcar and motor truck owners go for cheap lubricating oil, reasoning that the cheaper the oil the greater the saving, and consequently the lower the operating expense.

Believe it or not—the truth of the matter is that the cheaper the lubricating oil, the lower the quality and the higher the operating expense. Cheap lubricating oil—like everything else—is expensive, because it can not economically do the work it is supposed to do. It can not, and does not form a perfect seal between the piston rings and cylinder wall. What's the result? Blow by of compressed gas and consequent loss of power. The compressed gas escapes into the crank case, and is wasted. The greater the quantity of wasted gas,

the greater the quantity of benzine required—and benzine costs money.

And what about lubrication? If an oil is so poor in quality as to be unable to form a perfect piston seal, it simply means that the piston rings are in actual contact with cylinder walls—and metal to metal contact creates friction. Friction destroys metal. Destroyed, or worn metal means replacement. And replacement is expensive.

So, boiled down, the use of cheap lubricating oil eventually necessitates expensive replacements—otherwise entirely unnecessary if the best lubricant obtainable is used.

And there is nothing in the lubricating oil line to touch the New Mobiloil.

When times are bad it is unwise to forsake quality—it's penny wise, pound foolish policy vendors of cheap lubricating oil advocate because they know no better.

RACING CARS

A Vanishing Type At Home

The true racing car, if it be not dead, is at any rate moribund. No longer do eager motorists rush to get a glimpse of the latest projectile from some famous factory, nor does the fierce glare of an open exhaust nor the approach, on some road or track, of that engineering miracle, a special racing car (says the "Motor").

There are many who lament the passing of this special type of vehicle which may be described as an elaborate testing plant for all its designer's theories. It is necessarily expensive—very expensive, for probably not more than four or five cars of this type will ever be manufactured. It takes months to design, months to construct, and may, after all that, prove a failure so far as winning a race is concerned.

Rare Racing Cars

Because of the expense and because of the need for getting down to production in these days of keen competition, real racing cars became more and more rare. Finally, affairs reached such a pass that the organisers of Grand Prix races were faced with the fact that only one, or at most two, firms were left to compete with suitable cars. Therefore, anxious that their efforts should not fail, the organisers of motor races took to a modification of what the Americans call stock car racing, and only those cars which were listed as being available for purchase by the public were allowed to compete in the premier European events.

Naturally, such a step was welcomed by manufacturers, who could then, with very little extra expense, take part in a race with a reasonable chance of success. But certain important personalities in the motor world are already lamenting this state of affairs, for they say that stock car racing has put an end to progress of design.

Manufacturer's incentives. This, to a certain extent, is true. What incentive is there for a manufacturer to test new ideas by the gruelling ordeal of racing? If the vehicles which he enters in "stock" conditions must be absolutely "stock" standard? Obviously, it is better to keep the design of

same for two or three years, at the end of which time real reliability, with a reasonably good performance, may be expected. If the manufacturers wish to race with a new type of car or with some important modification to an existing chassis, then they must, in order to be eligible for the contest, undertake to make and to sell a certain number of similar cars during the year. Thus they are let in for producing a large number than is desirable of cars which, after all, may not prove to be as successful as was originally hoped.

Advertising Value

So far as the advertising value of motor racing is concerned, a manufacturer can obviously make more capital out of the fact that a practically standard car won an event than if he boasts of the performance of an altogether special car which may have cost several thousand pounds to construct. Another reason why events for "sports-touring" cars have taken the place of the old-type Grand Prix event, is that terrific speeds now commonly attained have made road racing in particular an extremely dangerous undertaking. There are few men who have the necessary skill and nerve to drive on the road at speeds of 140 m.p.h. or so.

Speeds in Safety

The proposed speedway on the shore of the Wash, which Captain Malcolm Campbell is trying to get constructed, may bring about a revival of the true racing car, for here, it seems, will be a place where the very last word in progress can be tested practically with a greatly minimised danger, both to the driver and to onlookers. It is true that the regulations for some stock car races do permit of certain experimental fittings, but there are always endless arguments as to whether a car is or is not a production model, and what departures from standard are to be permitted. The rules for races for specially built cars can, therefore, be much more simple.

The construction of racing cars, however, seems to occur in waves, and depends on the style of competition in popular favour. In 1908, for instance, everyone lamented the passing of the French Grand Prix races, but a few years later there came a revival with all the glories of the old-time contests. Let us hope, therefore, that the present lack of racing for specially built cars is but a passing phase.

IN AFRICA

Fourteen Weeks Of Adventure

What was described in the Cape Town press as "one of the most remarkable African motor journeys ever made" took H. R. Cope Morgan, mining engineer, and his wife, 7,500 miles through the heart of the Dark Continent into lands that a white woman never before had penetrated, and left them safely in British South Africa after 14 weeks of strange adventures.

The journey was made in a Ford truck. The Cape Argus described the unusual trip as follows:

"For a thousand miles Mr. and Mrs. Morgan travelled through territory in French Equatorial Africa where a breakdown might have meant death. No food could be bought, and there was not a petrol dump along the route," said Mr. Morgan to a representative of The Argus. "First there was desert to cross, then thorn bush, thicker bush, and finally the heavy jungle of the Congo. My wife was the first white woman to travel through this wild territory."

"The first great sight encountered was a celebration of the end of Ramadan by Moslem tribesmen in Northern Nigeria."

"These men are splendid horsemen," said Mr. Morgan. "We saw a thousand of them at the gallop, many wearing old English armour—shining helmets and breast-plates—which their ancestors captured during the Crusades. Some of the chain-mail we saw go back to the fourteenth century. It was a weird and magnificent sight to see in that remote corner of Africa."

"The heat was the greatest hardship during that part of the run, for the temperature would rise from 72 degrees at dawn to 125 degrees at noon. Fresh food went bad quickly, and the party lived on tinned provisions."

"Once over the Belgian Congo border, a fine road was followed to the Kenya border. Mr. Morgan found modern road signs in the jungle, but many of them had evidently been placed there by natives who did not understand their meaning. "Dangerous" signs, which had been erected at bridges and along the road, were found to be meaningless and amusing."

SLOW RUNNING

Some Carburettor Problems

An engine which will "idle" regularly without danger of stopping is an absolute necessity for driving comfort. This happy state of affairs can only be arrived at when the carburation is correct, with all the essential factors of the engine working in unison (says the "Autocar").

The carburettor usually supplies idling mixture by means of a small choke tube and jet working in conjunction with the main supply, rich mixture at a low speed being led to the butterfly throttle, where it meets a high-speed air stream passing the partially closed throttle; at this point it is corrected and atomized.

It is common practice for the slow running mixture port to be completely covered by the butterfly when fully closed, idling speeds being obtained by a partially opened throttle. Admission of slow-running mixture on the engine side of the throttle has often been suggested on the grounds that it would cause a high air speed past the pilot jet. This method, however, would probably necessitate a fully closed throttle, and the initial advantage would be lost by a fall in speed of the mixture after passing into the large space between the throttle and engine.

One of the few exceptions to butterfly idling control is a well-known constant vacuum carburettor, which takes its idling mixture from the main jet by means of a temporarily restricted choke section. The correct idling speed and mixture are obtained in all cases by working on two adjustments—throttle opening and mixture strength. The former adjustment can be readily made by noting the engine speed, but the latter can only be obtained by trial, and should be carried out with the ignition retarded as far as practicable.

Correct Idling Mixture

Speaking generally, a correct idling mixture strength will give the most regular firing. Black smoke from the exhaust is a sure sign of over-richness (unless a large proportion of benzole is being used). A weak mixture can often be detected by placing a piece of writing paper against the end of the exhaust pipe. This will cause a loud fluttering noise (denoting weakness).

It is often extremely difficult to obtain good idling from a small engine with a light flywheel, especially when a low range of ignition control is available. In these cases it will often be found that a fast idle will give steadier running and minimise the risk of stopping when the clutch is withdrawn or a gear engaged.

Engines are now often called upon to idle correctly with number of pipes leading from the induction system to various vacuum auxiliaries. The small constant air leakage caused by these is all but negligible, and is compensated for by a slightly richer mixture. Should the combined air leakage, plus valve guide and piston leakage, exceed a certain amount, however, the correspondingly richer mixture called for will commence to cause troubles, the most serious being what is termed "collecting."

Firing in the Silencer

Years ago most engines were troubled by this owing to their excessive induction air leakage. The vacuum in the system was insufficient to dry the walls and a film of liquid petrol formed. This increased in thickness until it flowed into the engine, causing it to stop. In the event of the ignition being switched off prior to this occurrence, a large quantity of petrol ran back from the induction system. It will thus be seen that the safe margin for air leakage must not be exceeded.

One of the most exasperating ills from which modern vehicles are liable to suffer is that of firing in the silencer when the car is idling. There is no certain cure for this, one can only ensure that the idling mixture is rich enough and that there are no air leaks in the exhaust system both before and behind the silencer.

Some heavy vehicles are great offenders in this respect, especially old ones with leaky exhaust systems. The nuisance can be mitigated by fitting a very long tail pipe to the silencer. By this means the trouble has in some cases been entirely overcome. If it is not, it can be converted to a very satisfactory condition by a change in the silencer design.

SLEEVE-VALVE CAR

Covers 20,000 Miles At 82.73 Miles Per Hour

All records for sustained speed, previously held by American cars, were shattered on the Monthery track near Paris, France, when Marchant, Morel, Kiriloff and Leroy De Presale drove their 12-cylinder sleeve-valve Voisin 30,000 kilometres in 224 hours, 39 minutes, 58.78 seconds, for an average speed of 82.97 miles per hour.

The engine of the Voisin is the same type used in all Willys-Knight cars built by the Willys-Overland Co., the world's largest manufacturer of cars employing sleeve-valve engines.

The 20,000 mile record was made in 241 hours, 43 minutes, 40.9 seconds, an average of 82.73 miles per hour.

By this achievement the Voisin broke nearly all the records established at Atlantic City last year and set up new records for one day up to 10 days recently recognised by the International Sporting Commission on the recommendation of the American Automobile Association.

After covering 30,000 kilometres, Gabriel Voisin announced that his car would be stopped at 40,000 kilometres, this being about equal to the distance around the world at the equator. When near the 35,000 kilometre mark, however, the car turned over.

The car used for these records was a special Voisin, with a 12 cylinder sleeve-valve engine of 88 by 130 mm. bore and stroke (3.39 by 5.12 inches). The cylinder blocks were taken from stock, but the three bearing crankshaft, more than four inches in diameter, was built specially, and the crankcase was built up of welded sheet steel.

Officials of American automobile companies are reported in touch with the racing board of the Automobile Club of France with a view to attempting to regain their records of the French track.

SPEED READING

Effect Of Tyre Wear

The accuracy of automobile speedometers is, to-day, practically taken for granted. If actual scientific tests were made it is possible that this accuracy would probably be found to be approximate only, but in most cases so near to accuracy as to be of practical value for all ordinary purposes. But speedometers may become inaccurate, and generally they err, after long use, on the side of increasing the speed reading.

Again, tyre wear will affect the reading. Given a tyre with, at first, a good thick tread, which has worn down considerably, the reading will be on the fast side. If the tread wears half an inch in diameter, the car will travel approximately one and a half inches less for each rotation of the wheel. This will increase the speedometer reading by a small amount. If the owner is in doubt about the accuracy of his speedometer he can easily check it between mile posts. If it is much out, he should have it overhauled and reset. Wear of tyres will affect the mileage register to the same degree as the speed reading.

SILENT SALESMAN

Orders The Manoeuvres May Bring

How the new role of silent salesman to the British motor industry has been unconsciously filled by the mechanical forces of the Army is revealed by the report of an incident during the recent manoeuvres on Salisbury Plain.

It is stated that several Australian and South African visitors in London were so impressed by the reports of the behaviour of these vehicles that they made a special journey to Wiltshire to see the lorries in action.

No Breakdowns

"These lorries covered nearly 500 miles a day," said one of the officers in an interview.

"There were 21 of them and they surmounted every obstacle even under the roughest conditions. It was necessary to use the caterpillar tracks with which they are fitted. Their performance was really a triumph of British workmanship."

"In spite of the extremely rough conditions, there was not a single breakdown."

British "Babies" Impress

The impression was even more impressed by the remarkable performance of the British "Babies" which were used by the Australian and South African forces.

ROUGH MOTORING

Central Australian Experiences

Literally teeming with human interest is a letter received by the Shell Oil Company from Francis Birtils, the Australian explorer, from his headquarters at Pine Creek. It paints a vivid picture of the great interior of the continent, and bush fires that rage at will over unlimited spaces, and of gallant settlers that push their boundaries out into space and with indomitable spirit convert an arid desert into a profitable cattle station. The last two months were spent completely out of touch with civilisation, and Birtils describes them quite frankly as being "the toughest yet," and the modest chronicle of his experiences certainly bears out this conclusion.

For two weeks constantly he ran the gauntlet of a bush fire which, at one time, forced the car on to the banks of a steep creek, from which it seemed he would never get out. Racing back through six miles of long grass, stumps and timber, he burst both back tyres and had to continue on the rims. When crossing one particularly heavy patch of burning ground a tin of petrol burst causing considerable inconvenience. Shortly afterwards he missed a gap in the hills, where he had intended to get water. "The valley I was in," he writes, "hemmed me in to a dry, sandy creek, and it was only after a long, dry stage I at length found a small spring half way up a mountain side. I filled my water tins and humped them to the car and set off back to the gap. Owing to the loss of petrol from the tin bursting, the car became stranded three miles away, just as my water was finished, so I tramped to the spring, rested, and then walked 20 miles to where I had a Shell supply stored away underground for the return journey. Have you ever tried carrying a four-gallon tin of petrol 20 miles through scrub and rocks under a blazing hot sun?

"Getting back to the car I found three tyres flat. The heat of the ground travelling and the hot sun had lifted all the patches. The solution was about as sticky as treacle. I spent five days at the gap spring before getting the patches to stick, but bad luck dogged my path. Coming over the rough mountain and creek beds my engine gasket blew again—my last one—and on a dry stage. I tramped three miles for water, carried some back, but the repair was beyond me. Luckily I was now within 18 miles of a cattle station and walked to there. The cattle owner was a new chum motorist. His car was stranded 30 miles away, so we saddled up pack horses and rode out. We found the battery flat, due, I suppose, to the acid having gone stale. There was no magnet on the car, so we had to send a native off on a fast horse to Pine Creek. Next day he came back with a borrowed battery. And so," writes Birtils, quite unconcernedly, "we came eventually to Pine Creek, where the pleasantest sight for months was an adequate stock of Shell spirit and oil supplies. We have already loaded up stores for my wet season camp."

Another part of his letter was devoted to the good game hunting he had experienced during his two months' trek. According to Birtils, it was the best fishing and shooting in Australia, amidst park-like surroundings. There are hundreds of thousands of geese, all of which are wily and give good sport; quantities of duck, and roe, line and reel fishing in both fresh and salt water lakes, creeks and rivers.

COUNTRY TOURING

Automobile Club Hotels In Australia

Now that the touring season is nearing its height, members of the Royal Automobile Club are reminded of a service designed to add to their comfort whilst travelling. The touring department has a list of hotels touched for as to cuisine and general comfort, which are known as R.A.C. houses. There is an R.A.C. house in nearly every town of importance in the State, (says the "West Australian") and the list is growing daily. Hotel proprietors understand that by keeping a good table and generally seeing to the comfort of their guests they are advertising their house in the best possible way. The R.A.C. has signed an agreement with the owners of R.A.C. houses, whereby the latter agree to maintain the standard of excellence and provide members with all the information at their command. A member of the R.A.C. is entitled to a discount of 10 per cent on the rate of a single room, and to a further discount of 10 per cent on the rate of a double room.

The R.A.C. also has a list of R.A.C. houses in the United Kingdom, and a list of R.A.C. houses in the United States.

The R.A.C. also has a list of R.A.C. houses in the United States.

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WHERE TO SIT

Loading A Small Car

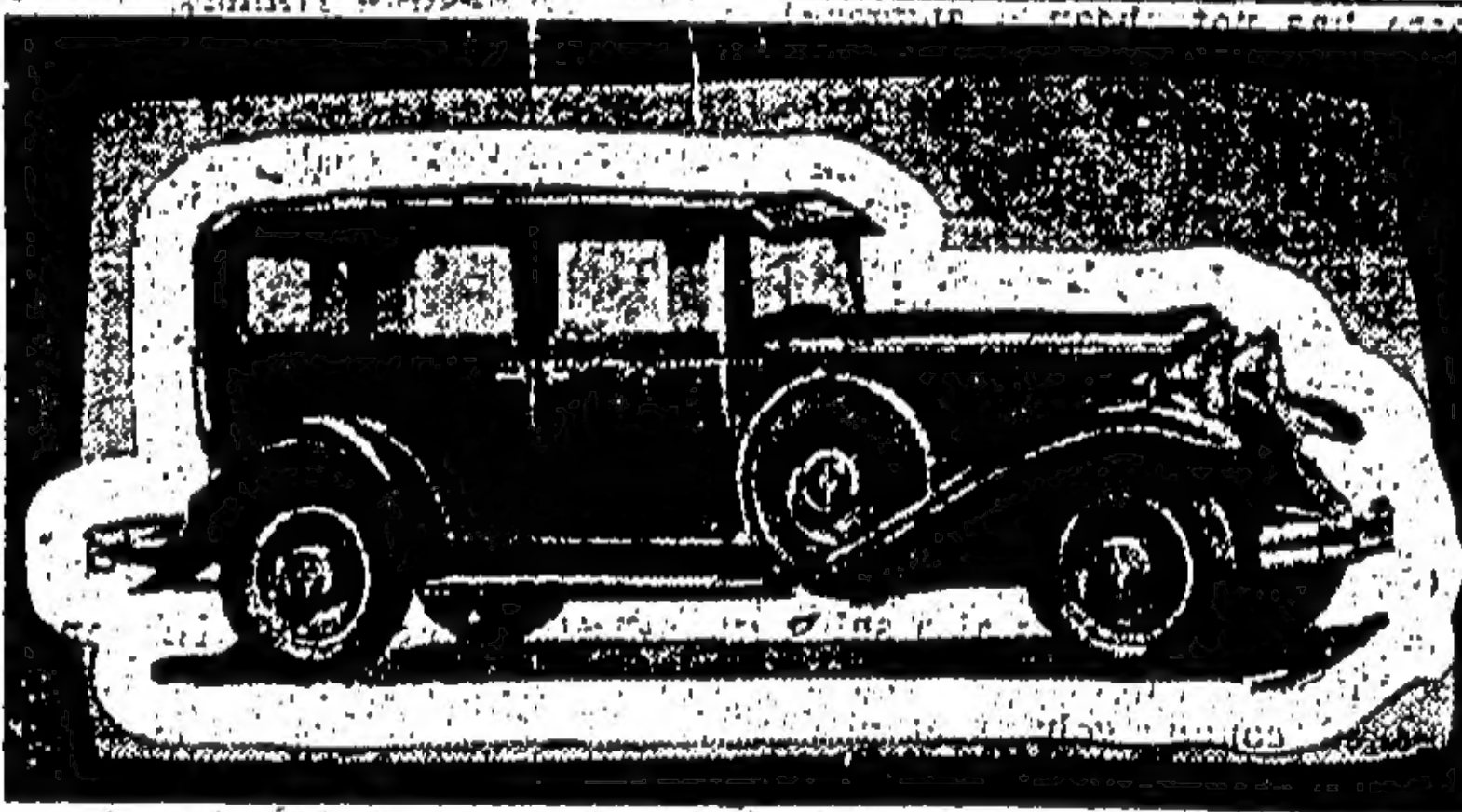
In the case of the small light car, especially the four or five seater, there is a matter in connection with loading which is worth attention and is too often overlooked. When there are three passengers in a car the disposition of the third, supposing the first two are side by side, is important. The driver naturally occupies the right side of the front seat. The other passenger should be so disposed that the greater weight is on the off side of the car. Thus, a third passenger, if in the back, should sit on the right side. Similarly, with four passengers, endeavour always to get the heaviest on the off side. The camber of the road already draws the car down unduly on the rear springs. This propensity is emphasised and increased if the heavy passenger is seated on the near side.

The car is difficult to steer out of the left side of the road and on corners one may find difficulty in getting round without much reduction in speed. Sometimes the heavier load on the near side makes for actual danger. It increases the chance of skidding when the surface is greasy and it prevents recovery. Equal loading is the thing to obtain if possible, and to ensure equal loading on cambered roads, it is desirable to have the greater weight on the off side of the vehicle; since so much of the driving is on the uneven left side of the road.

NEW HUPMOBILE 8

Has Unique Design Treatment

The Hupmobile Motor Car Corporation of Detroit announces a new eight cylinder motor car in the medium priced class. This new car is faster, more powerful, and introduces striking and original innovations in body design and beauty harmony. It will be manufactured in five body types—five passenger sedan, convertible cabriolet, town sedan, coupe, and seven passenger phaeton. Both the cabriolet, which features a new patented top construction, and the coupe are equipped with rumble seats. The town sedan which accommodates five passengers has



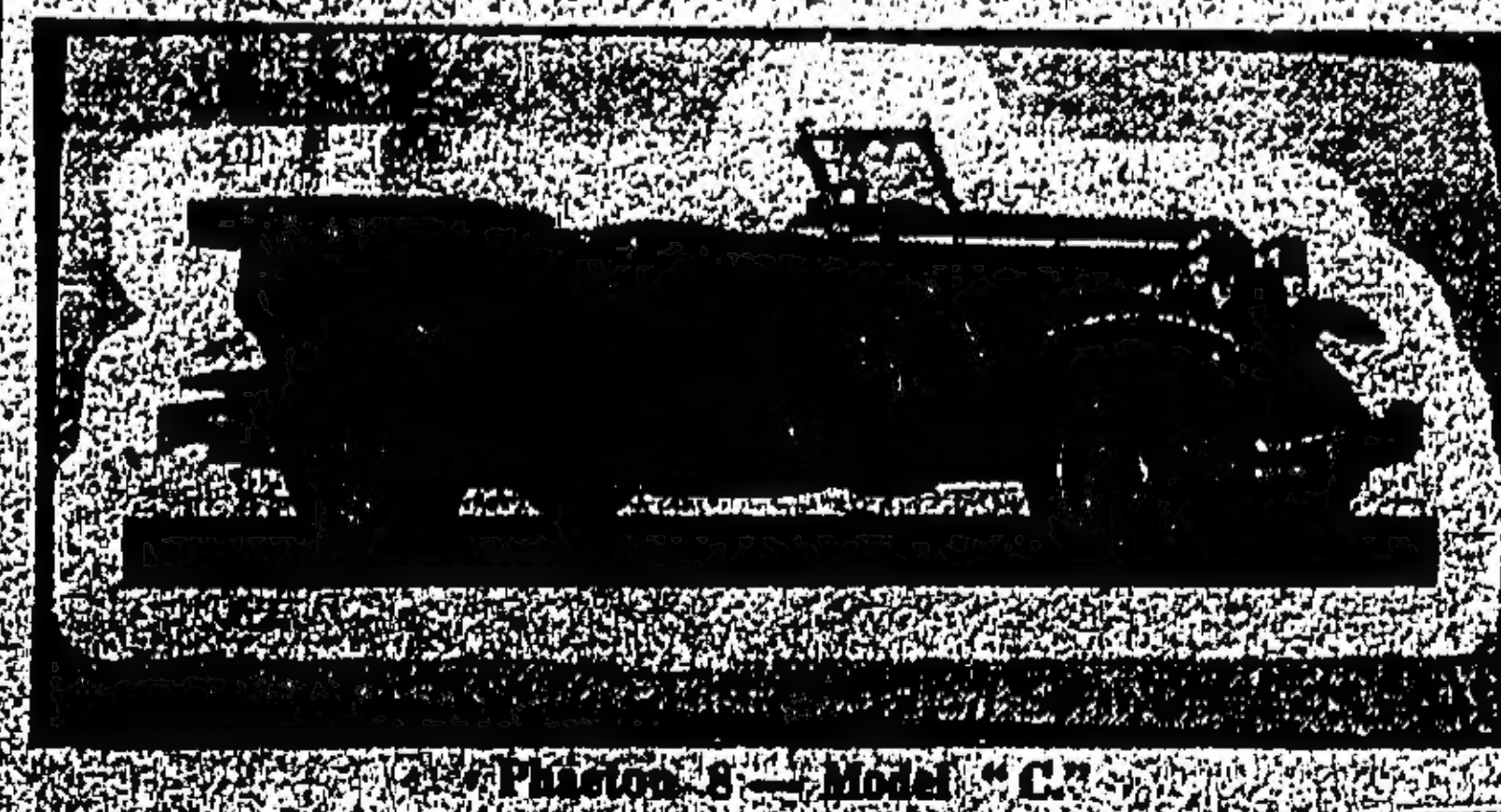
Sedan 8—Model "C."

either a black or tan sport fabric top. A custom trunk is included in the standard equipment.

This new model C marks Hupmobile's entry into the medium priced class, with an eight cylinder model, and follows the pioneering step taken by the Company two months ago, when it announced the lowest priced Hupmobile ever built within the thousand dollar list price class.

Fastest and Most Powerful

This new eight is the fastest and most powerful car ever built by Hupmobile. Tests made by engineers during one thousand miles of driving exhibit perfect acceleration devices, and astounding hill-climbing ability. This car was built to drive without effort, hour after hour at high speed. Ease and perfect control are some of the other advantages found in the long road trials.



Phaeton 8—Model "C."

By concentrating production of the new six in the Cleveland Hupmobile plants, the Company leaves all of its manufacturing facilities at the spacious Detroit factories free for the exclusive manufacture of eight cylinder models.

The new eight cylinder introduces for the first time in America a car with a single unit of harmonised beauty. This modern motif is followed throughout the car, from radiator cap to tail light, both inside and outside. Some features of this new Hupmobile Eight are dual elimination of vibration by counter-weighted crank shaft and a Lancaster vibration damper, new hydraulic shock absorbers, steel drum plates, cam and lever steering gear, deep cushions, longer wheel base, more width, and greater head and leg room.

Full particulars from

THE REPUBLIC MOTOR CO. OF CHINA.

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The China Mail

Thursday, January 9, 1930.
Twelfth Moon, 10th Day.

**ESTABLISHED
1845**

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HONG KONG, THURSDAY, JANUARY 9, 1930.

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Sails at daylight.

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INWARD SERVICE.

"HECTOR" Due 11th Jan. For Shanghai & Tientsin
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POST OFFICE NOTICE.

NOTICE

Holders of Wireless Licences are advised that under the Wireless Telegraphy Regulations all such licences expire on December 31, and that licences for the new year must be renewed as early as possible during the month of January.

List of ships expected to be in wireless communication with Hong Kong to-day—Chakrang, Apoy, Sourabaya Maru, Tone Maru, Glenamoy, Fushimi Maru, Hakodate Maru, Korea Maru, Philoctetes, Benevenue, Burgenland, Denmark, Tjlkurang, Talyuan, President Polk, Kansan Maru, Suiyang, Foshing, Liangchow, and Kidderpore.

INWARD MAILS

From	Per
THURSDAY, JANUARY 9.	
Shanghai and Amoy	Talyuan 10.
FRIDAY, JANUARY 10.	
Straits	Kidderpore
Japan and Shanghai	Fushimi Maru
London (Parcels, Dec. 5) and Straits	Hector
SATURDAY, JANUARY 11.	
Shanghai and Swatow	Sunning
Shanghai	Lahore
Europe via Negapatam (Letters and Papers, London, Dec. 12, 1929)	Talma
U.S.A. (San Francisco, December 18, 1929), Honolulu, Japan and Shanghai	President Polk
SUNDAY, JANUARY 12.	
Manila	President Jackson

OUTWARD MAILS

For	Per
THURSDAY, JANUARY 9.	
Saigon	Pong Tong 3.30 p.m.
Sam Shui and Wuchow	Anjou 4 p.m.
Swatow	Nanning 5 p.m.
FRIDAY, JANUARY 10.	
Sandakan	Hinsang 10.20 a.m.
Straits, Rangoon and Calcutta	Talamba
Parcels	Jan. 10, Noon.
Letters	1 p.m.
Japan and Europe via Siberia	Kidderpore 2.30 p.m.
Halong and Tourane	G.G. Merlin 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Fushimi Maru (Due Marseilles, Feb. 9.)
K.P.O.	G.P.O.
Registration Jan. 10, 4.30 p.m.	Registration Jan. 11, 8.45 a.m.
Letters Jan. 11, 9 a.m.	Letters Jan. 11, 9.30 a.m.
SATURDAY, JANUARY 11.	
Java via Batavia	Tjlkurang 9.30 a.m.
Manila	President Polk 5 p.m.
Shanghai	Talyuan 5 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa	Lahore 5 p.m.
SUNDAY, JANUARY 12.	
Hohow and Bangkok	Chinhua 9 a.m.
Swatow, Amoy and Foshing	Honan Maru 9 a.m.
MONDAY, JANUARY 13.	
Manila, Australia, and New Zealand via Thursday Island	Chinhua 9 a.m.
Registration Jan. 14, 9.45 a.m.	Letters Jan. 14, 10.30 a.m.
Swatow and Amoy	Amoy 10.30 a.m.

ALLEGED LOSS OF DIAMONDS

COUNSEL AND QUESTION OF ONUS

THE END IN SIGHT

Arguments on behalf of the Banque de l'Indo-Chine, in the claim against them for over \$5,000 for the alleged loss of a parcel of diamonds sent here by post from Antwerp in 1922, were put forward in the closing stages to-day of the Original Jurisdiction action which has been engaging the attention of Sir Henry Gollan, C.B.E., K.C., in the Supreme Court all this week.

The legal aspect was put forward by Mr. Eldon Potter, K.C., with whom is Mr. H. G. Sheldon (instructed by Messrs. Johnson, Stokes and Master).

In reply to an offer by Mr. Potter, Mr. F. C. Jenkin, C.B.E. (instructed by Messrs. Deacons) stated that he did not wish to avail himself of the use of evidence given de bene esse by Mr. Korwin, sub-manager of the defendant bank in 1921.

Mr. Potter's reason for not putting forward this evidence was that Mr. Piguet, the present accountant, had given more complete evidence yesterday on the procedure adopted by the Banque.

Mr. Potter referred to what he described as the most important elements of Mr. Piguet's evidence. He dealt with onus and said that, even assuming the parcel belonging to the three plaintiffs (diamond merchants of Antwerp) had been received by the Banque (via the Hong Kong Post Office, to be handed here to one of the plaintiffs) for safe custody, Mr. Piguet's evidence was such as to negative any allegation of gross negligence on the part of the Banque.

No Suggestion of Negligence

There has not been a suggestion of negligence, Mr. Potter continued, unless mere loss of the parcel can be held to be a prima facie case of negligence. "Our evidence—if it is accepted by your Lordship—goes almost without saying, and it has been unchallenged in cross-examination, to rebut any suggestion of negligence by mere loss," said Mr. Potter.

Counsel for defendants also submitted that Mr. Piguet's evidence established conclusively that the lost parcel was not received by the Banque for safe deposit (in the banking meaning of the phrase); that Mr. Kornitzer (first plaintiff, who was in Hong Kong to sell the diamonds) was aware of the "safe deposit" procedure in the Banque, and that he used that procedure on four (other) occasions.

CIVIL WAR NOW WELL IN HAND

WHEREABOUTS OF TANG SENG-CHI STILL UNKNOWN

INTERNAL AFFAIRS

It is reported that General Yen Hsi-shan (who has been appointed by the National Government to take charge of military operations in the North of China Proper) is pressing for the appointment of one of his proteges, General Fu Tso-yi, to the Chairmanship of the Shantung Provincial Government, states a Royal Naval wireless communique issued to-day.

The message adds that the troops under the rebel leader, Tang Seng-chi, will, it is anticipated, declare their allegiance either to General Yen Hsi-shan, or direct to the National Government.

Official Statement

Nanking, Yesterday. At the Weekly Memorial Service on January 6, President Chiang Kai-shek reported that the military situation against the rebels was well in hand. Two divisional commanders under Tang Seng-chi have been captured, but the whereabouts of Tang, whose forces under Liu Hing are being surrounded, are unknown. The President added that the Vice-Generalissimo, Yen Hsi-shan, having arrived at Chengchow, has decided to despatch troops to Loyang, launching an offensive against the Kuomintang. General Ho Ching-chun is leading the 5th Route Army to suppress Tang Seng-chi.

As soon as the war ends, the Government will immediately give attention to internal political affairs. With regard to the question of the abolition of extraterritoriality, America and Britain have not signified any objection, while Japan has made no declaration, although France holds an opposite view.

To Restore Traffic

Chengchow, Yesterday. General Yen Hsi-shan has sent an engineering corps to Hauchang under the direction of General Liu Chen-hua for the repair of the Ping-Han Railway so as to restore the traffic within the shortest time.

The Shensi troops are advancing forward along the Ping-Han Line; the vanguards are reported to have arrived at Hauchang.

Following the fall of Chengchow, Chu-ma-tien, Linyue, and Hauchang, (Continued on next column.)

That procedure was not followed in regard to the parcel under dispute; the parcel was only handled by the correspondence clerk; and the Banque were prepared to hand it over to Mr. Kornitzer without a receipt.

Mr. Jenkin is to reply and judgment will be delivered later.

WITH SOUND ACCOMPANIMENT
Hear "EVANGELINE"
with Music by AL JOLSON sung by DOLORES DEL RIO
EDWIN Carewe PRESENTS
DOLORES DEL RIO
A PICTURE FOR EVERY MEMBER OF THE FAMILY
TRAVEL with FOX MOVIE TONE NEWS AND HEAR THE WORLD RENOWNED "REVELLERS" SING "COMING HOME" "EVENING" AND "I KNOW THAT YOU KNOW."
QUEEN'S TO-DAY TO SATURDAY AT 2.30, 5.10, 7.15, & 9.20.

the rebels have broken into three groups, dispersing over the neighbouring villages.

Advance Ordered

Hankow, Tuesday. General Liu Shih has ordered five divisions to advance by three routes to attack Yencheng, the only city which Tang's remnants are now defending.

Nanking, Tuesday. Over ten planes have been daily sent by General Liu Shih to drop bombs on the rebels, who are likely to retreat from Lui-ho towards Hang-cheng.

Due to the wavering of the insurgents under Kung Hao, the National forces captured Hauchang on January 5. Tang Seng-chi has fled, his troops retreating towards the north of Honan.

The flight of Tang Seng-chi has demoralised his troops. Most of the rebels are surrendering to the National forces; the remnants consisting about 6,000 under the command of General Liu Hing are retreating to Yencheng. — Canton News Agency.

The story of a man without a conscience about women, regenerated at last by a pure love.
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